EAST FALSE CREEK PLANNING POLICIES REPORT

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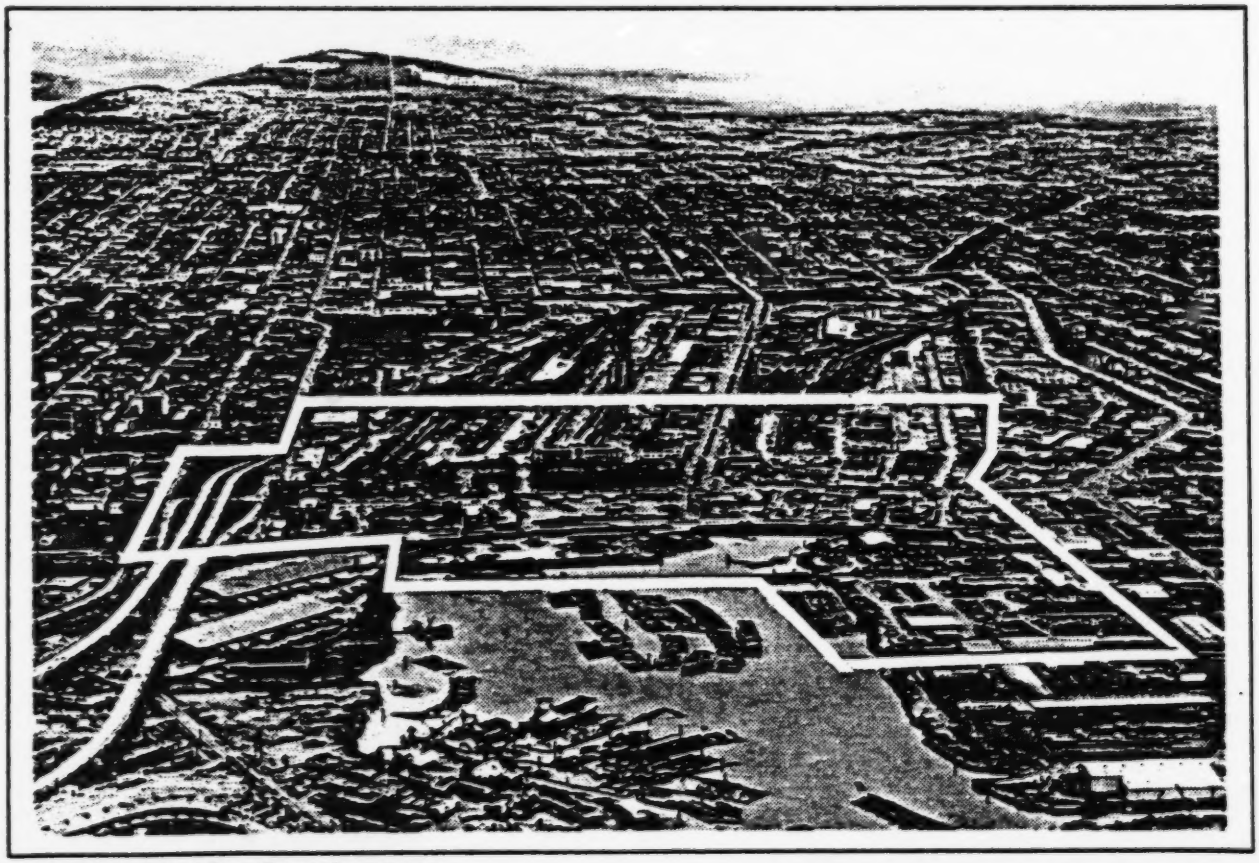


View from west of East False Creek area

CITY OF VANCOUVER
PLANNING DEPARTMENT
SEPTEMBER 1983

33

EAST FALSE CREEK

PLANNING POLICIES REPORT

TABLE OF CONTENTS

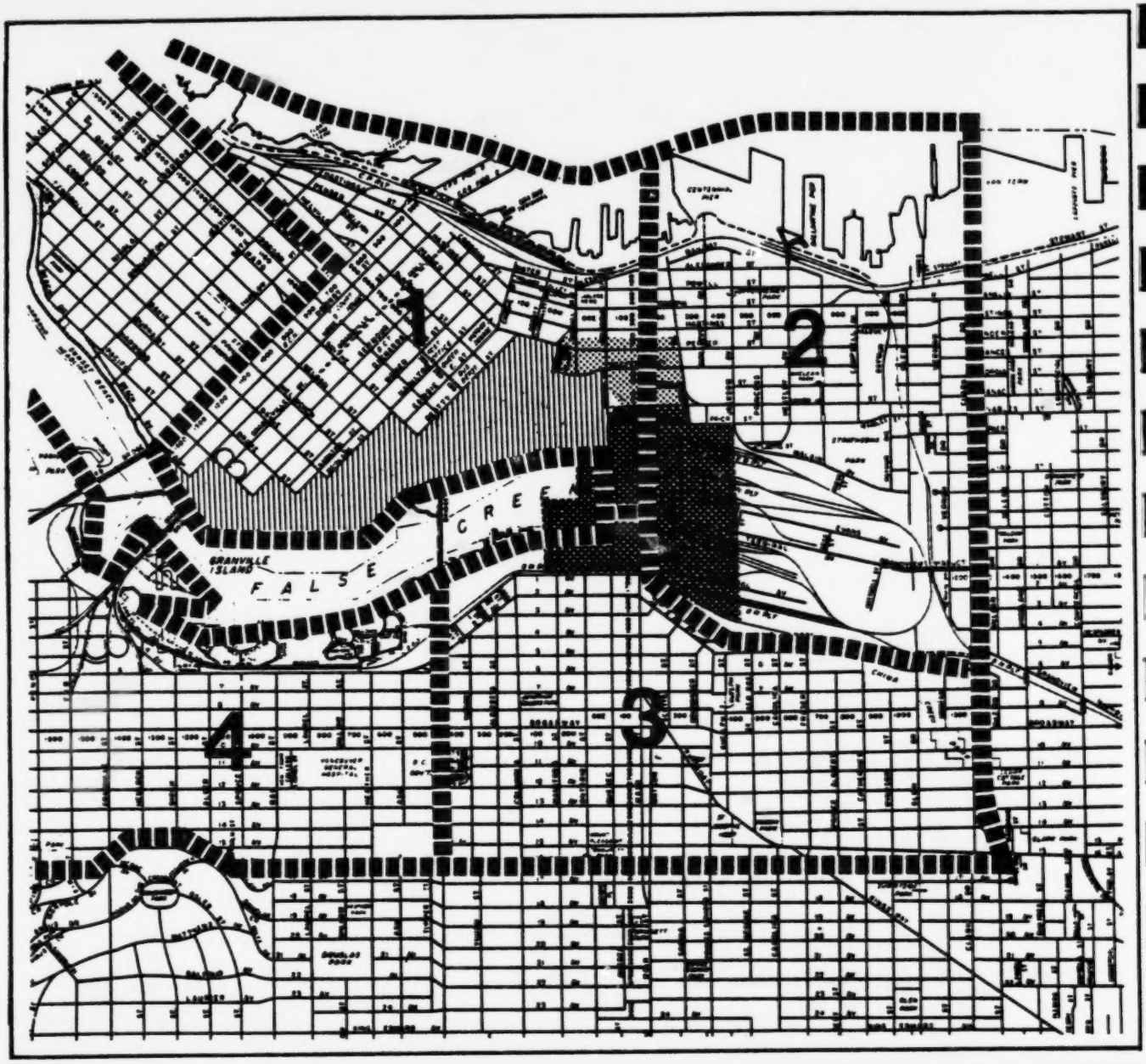
		Page
1.0	INTRODUCTION/CONTEXT	1
2.0	STUDY AREA	3
3.0	DEVELOPMENT INFLUENCES	5
4.0	PLANNING POLICIES: USES	
	Introduction	10
	4.1 Industry	11
	4.2 Residential	13
	4.3 Office Commercial Uses	16
	4.4 Hotels	18
	4.5 Retail/Service Commercial	19
	4.6 Parks/Recreation	20
	4.7 Water Area Uses	22
	4.8 Separating Uses	23
	4.9 Mixing Uses	24
5.0	PLANNING POLICIES: MOVEMENT	
	5.1 Arterial Roads	25
	5.2 Local Streets	26
	5.3 Parking	28
	5.4 Transit	30
	5.5 Pedestrian System	31
	5.6 Rail Transport	34
	5.7 Water Transport (Industrial)	35
6.0	PLANNING POLICIES: ENVIRONMENT	
	6.1 Views	37
	6.2 Water/Shoreline	38
	6.3 Urban Form	39
	6.4 Heritage Elements	43
	6.5 Environmental Amenity	45
7.0	CONCLUSIONS/DEVELOPMENT CONCEPT	
	7.1 Composite Land Use Suitabilities	47
	7.2 Development Possibilities (Longer Term)	52
8.0	TIMING/IMPLEMENTATION	
	8.1 Development Timing	53
	8.2 Short Run (10 Year) Actions	55
9.0	RECOMMENDATIONS (Draft)	57

EAST FALSE CREEK

PLANNING POLICIES REPORT

TABLE OF MAPS

			Page
Map 1	Area Context	(opposite page)	1
Map 2	Sub-areas		2
Map 3	Land Use Constraints and Influences (Existing and Proposed)		4
Map 4	Movement Constraints and Influences		6
Map 5	Environment Constraints and Influences		8
Map 6	Pedestrian System (Short-Medium Term)		32
Map 7	Views (from Public Areas)		36
Map 8	Environmental Amenity		44
Map 9	Short Term Composite Land Use Suitability (1-10 Years)		46
Map 10	Short Term Optimum Land Use		48
Map 11	Medium Term Optimum Land Use		50
Map 12	Short Run (Ten Year) Implementation Strategy		54
Map 13	Short Term Recommended Land Use Concept		56



EAST FALSE CREEK AREA

AREA CONTEXT

STUDY AREA
CHINATOWN
B. C. PLACE
1 CBD
2 STRATHCONA
3 MT. PLEASANT
4 FAIRVIEW

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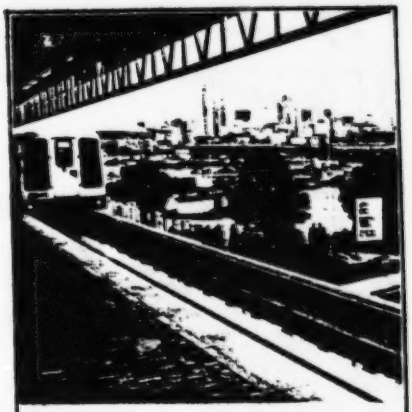
SCALE OF METRES

Map No. 1

1.0 INTRODUCTION / CONTEXT

The purpose of this report is to outline the general planning policies to be used in guiding and determining future land use and development form in East False Creek. The study is focussed on the relatively small area of industrially-zoned land that is likely to be directly affected by nearby provincial mega-projects, including the Stadium, B.C. Place, and the A.L.R.T. system. The main purposes of the study are to examine the desirability and feasibility of introducing mixed-uses into this predominantly industrial area, and the opportunities for improvements to the major potential amenity features of the area - particularly public access to and recreational use of the False Creek waterfront.



MAIN STREET A.L.R.T. DEVELOPMENT SITE

In 1976, the City adopted a general policy of encouraging mixed uses - including industry - in the eastern end of the False Creek basin. Recently, in July, 1982, City Council reaffirmed the policy to retain at least until 2006 the industrial uses of City lands on the south side of the Creek, between Quebec and Cambie Streets. While the retention of viable industry in the area remains an important City concern, there is also a significant opportunity to introduce other mixed uses into certain parts of the study area. These other uses - including commercial, recreational, and residential - could be compatible with a continuing industrial presence in the area. In the longer term, however, some change in the types and location of industrial uses may occur as a result of general core area and regional growth influences.

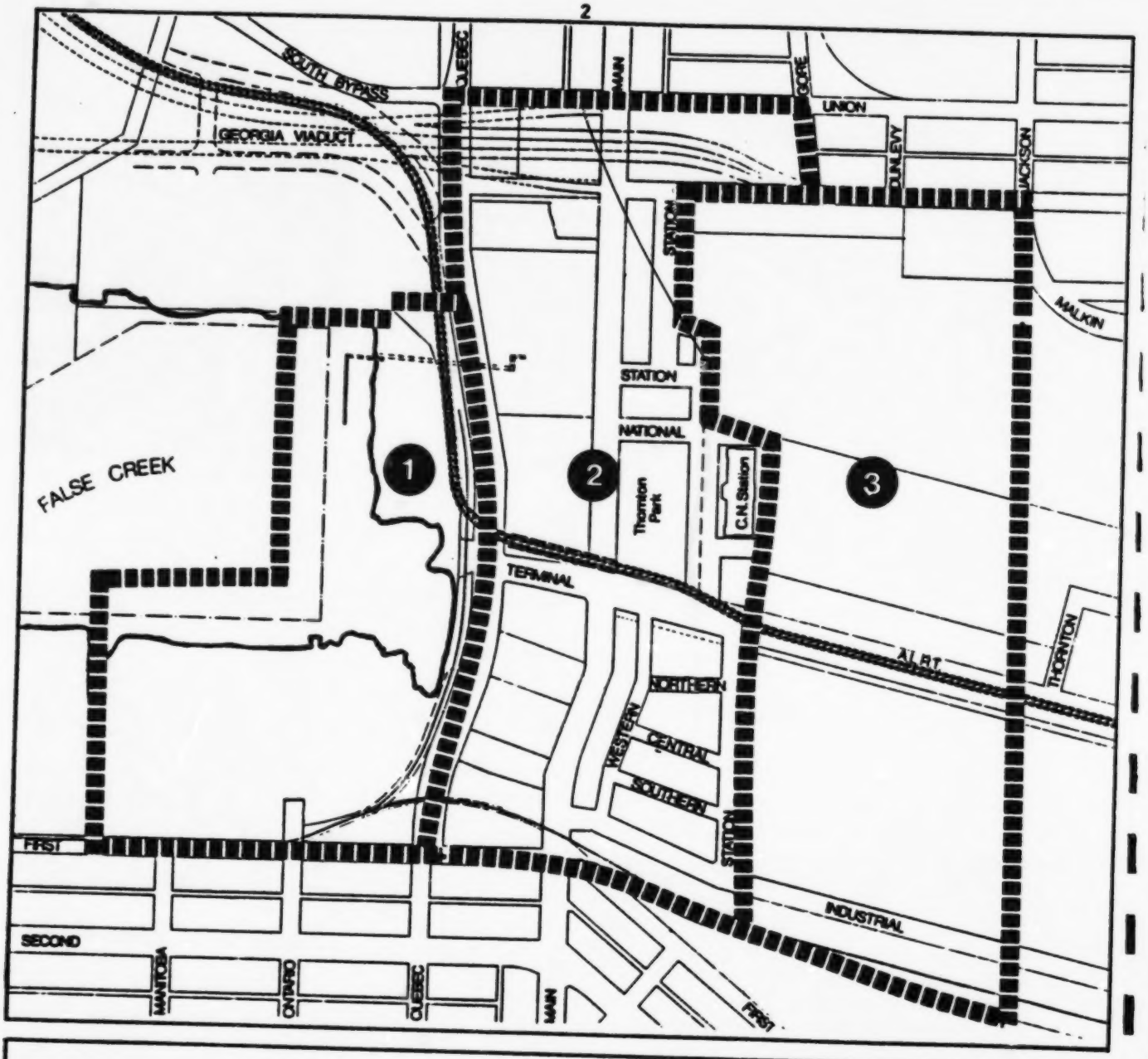
B.C. PLACE DEVELOPMENT MODEL

Throughout this report, the words "short term", "medium term", and "long term" are frequently used to describe various time frames for land use and development phasing. These relate to the following time frame periods:

Short Term	1 - 10 years
Medium Term	10 - 25 years
Long Term	More than 25 years

The East False Creek study process began in the spring of 1982, with the preparation of an initial information report dealing with factual data and relevant planning policy summaries. This was received by City Council in July, 1982. Preliminary inquiries have also recently been made for new mixed-use development around the Main and Terminal A.L.R.T. station location. Following approval of the planning policies contained herein, a more detailed area development plan, urban design guidelines, and zoning changes will be implemented.

EAST FALSE CREEK & B.C. PLACE STADIUM



EAST FALSE CREEK AREA

SUB-AREAS

1. FALSE CREEK WATERFRONT
2. MAIN STREET CORRIDOR
3. TERMINAL STATION SECTOR

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Map no. 2

2.0 STUDY AREA

(i) Physical Description:

The East False Creek study area is situated at the eastern end of the Creek, between the Georgia Viaduct on the north and First Avenue on the south. The study area (see Map No. 2) is approximately seventy-one hectares (175 acres) in size, of which a small portion of about 6 percent consists of City-owned False Creek water lot areas. The topography is entirely flat, resulting from most of the area having been formerly part of False Creek and gradually filled over the years. Public amenity features are limited but have an important influence on the character of the area and its future development potential. These amenities consist of Thornton Park with its mature trees and formal landscaping, the C.N. Station as the main heritage building feature, the False Creek waterfront and water body, and some good views of the North Shore mountains, False Creek, and the downtown.

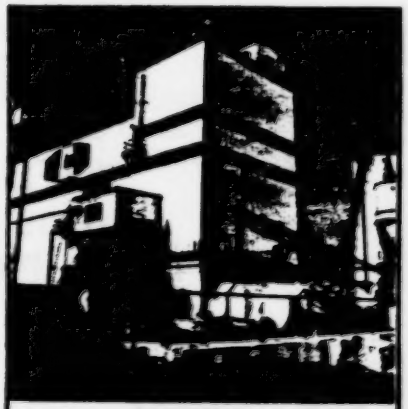
THORNTON PARK &
THE C.N. STATION

The appearance of the area is characterized by some vacant land - particularly on the waterfront - storage and open parking lots, wide streets and industrial structures visually prominent in the central location. The several major arterial streets which run through the area tend to split it up into relatively large consolidated property precincts. The one block section of Main Street south of Prior, is the only streetscape area which has a consistency of form created by its continuous three to four storey older masonry buildings. When completed, the elevated ALRT guideway will create a strong physical impact, particularly at the Main and Terminal intersection and along the False Creek waterfront.

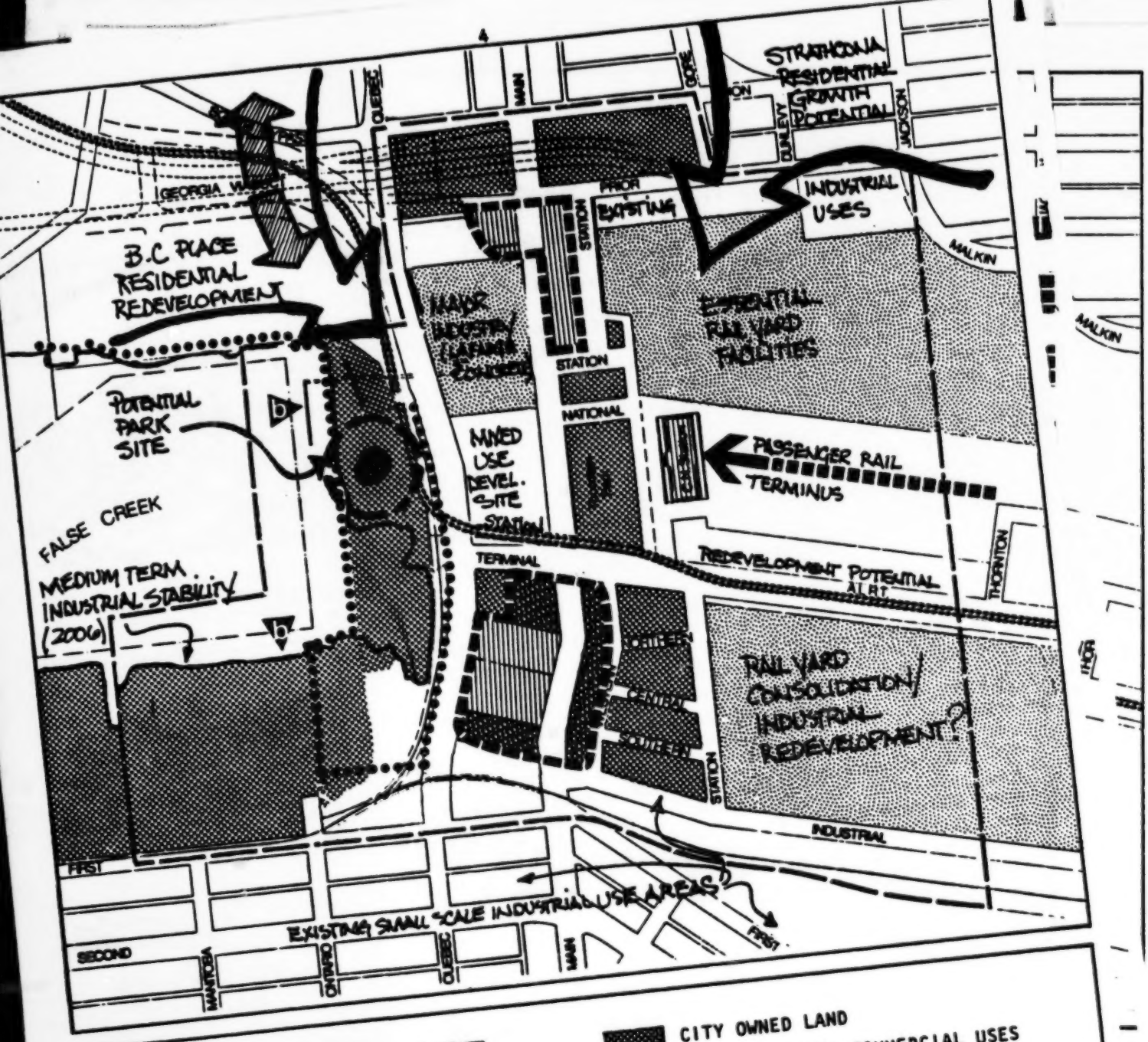
900 BLOCK MAIN STREET
(East Side)

(ii) Sub-areas:

The study area may be divided further into three general sub-areas, based on different physical and land use characteristics (see Map No. 2). These are: the False Creek Waterfront (1) on the west, the central Main Street Corridor (2), and the Terminal Station Sector (3) on the east. All sub-areas include a mix of large and small-scale uses. The western and eastern sub-areas are presently industrial in character, with the major railyards and transportation facilities located east of Station Street. The Main Street Corridor is a mixed-use area, including industrial, service commercial, and a public park. These mixed commercial uses, including some restaurants and retail, are mostly concentrated in the two blocks of Main Street; one from Prior to Station Street, and the other from Terminal to Industrial Avenue.



LAFARGE CONCRETE
MIXING-TOWER STRUCTURE



EAST FALSE CREEK AREA

LAND USE CONSTRAINTS AND INFLUENCES (EXISTING AND PROPOSED)

- CITY OWNED LAND
- EXISTING MIXED COMMERCIAL USES
- MAJOR INDUSTRIAL FACILITIES
- POTENTIAL PARKS LINKAGE TO CHINATOWN
- BARGE ACCESS
- EXPO '86 BOUNDARY (proposed)

Map No. 3

3.0 DEVELOPMENT INFLUENCES

Various constraints and influences exist which affect existing land uses and future development opportunities in East False Creek. Some of these result from development activity located outside of the study area (e.g. B.C. Place) while others are related to existing physical conditions, services and uses within the study area. These major factors are grouped under three general categories, as follows:

A. Land Use

1. B.C. Place redevelopment proposals for the north side of False Creek indicate high-density housing to the north-west of the study area. This land and part of the study area will temporarily be used by Expo '86.

B.C. PLACE/ EXPO '86 DEVELOPMENT

2. Major capital investment in and private ownership of the Lafarge concrete manufacturing operation, with its required barge materials access from False Creek, makes its potential relocation unlikely in the short term. Lafarge also has a lease agreement for use of the northerly part of the City-owned foreshore land and water lot west of Quebec Street, extending until 2013.

LAFARGE CONCRETE OPERATION

3. The City has extensive land holdings in the area, including most of the False Creek waterfront, major sites adjacent to the A.L.R.T. Station, and a large block of industrial property east of Main Street, south of Terminal Avenue.

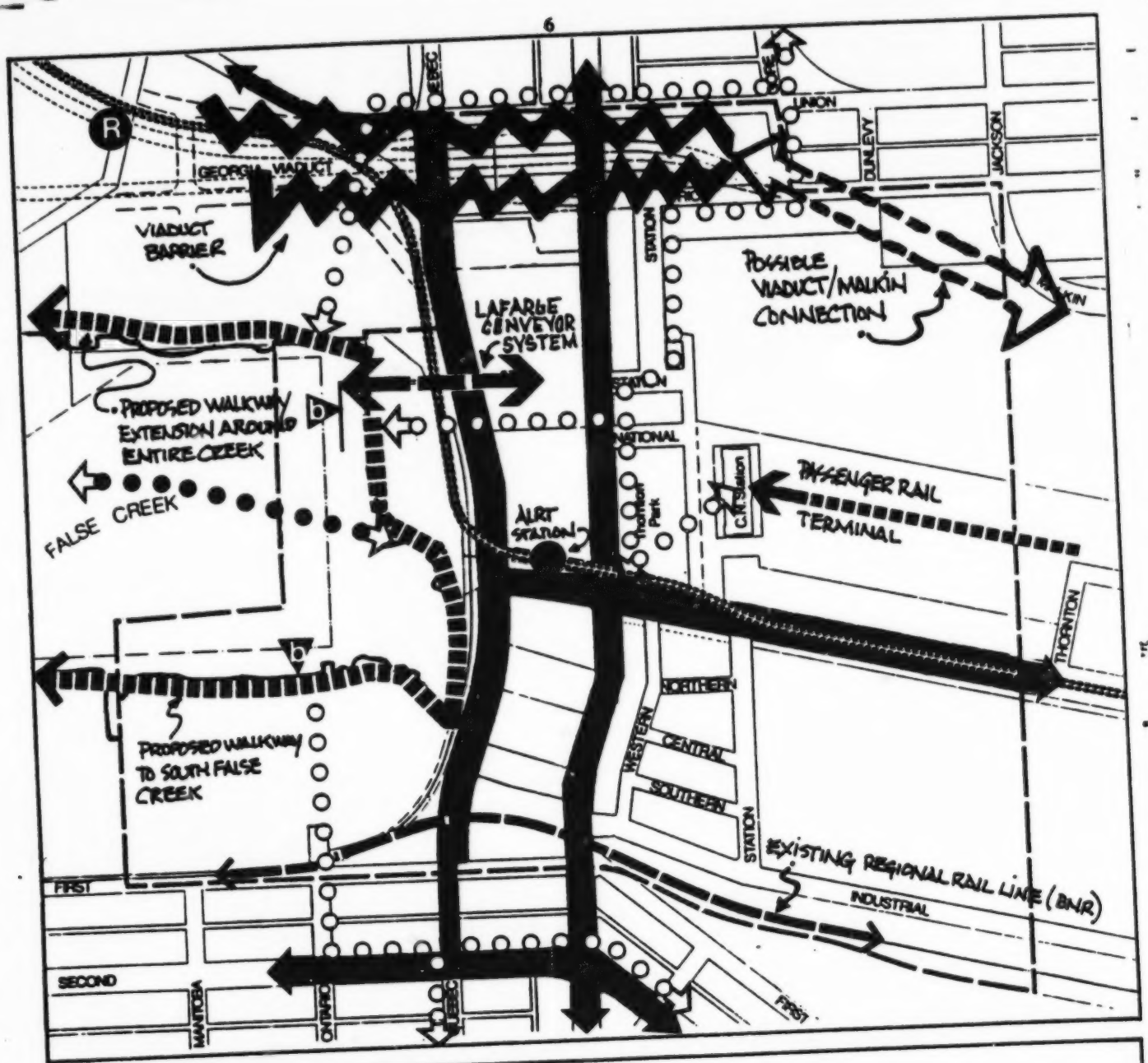
EXTENSIVE CITY LAND OWNERSHIP

4. Industrial leases for City lands on the south shore of False Creek (Area 5), from Quebec Street to Cambie, are to be extended at least until 2006.

SOUTH SHORE INDUSTRIAL LEASE EXTENSIONS

5. Consideration is being given by Expo '86 to the possible use for Fair purposes of a portion of the "Alco" and "W-3" properties on the south shore of the Creek. If negotiations are successful, these properties may also be available for medium term industrial development in early 1987 following temporary Expo use.

SOUTH SHORE INDUSTRIAL DEVELOPMENT



EAST FALSE CREEK AREA

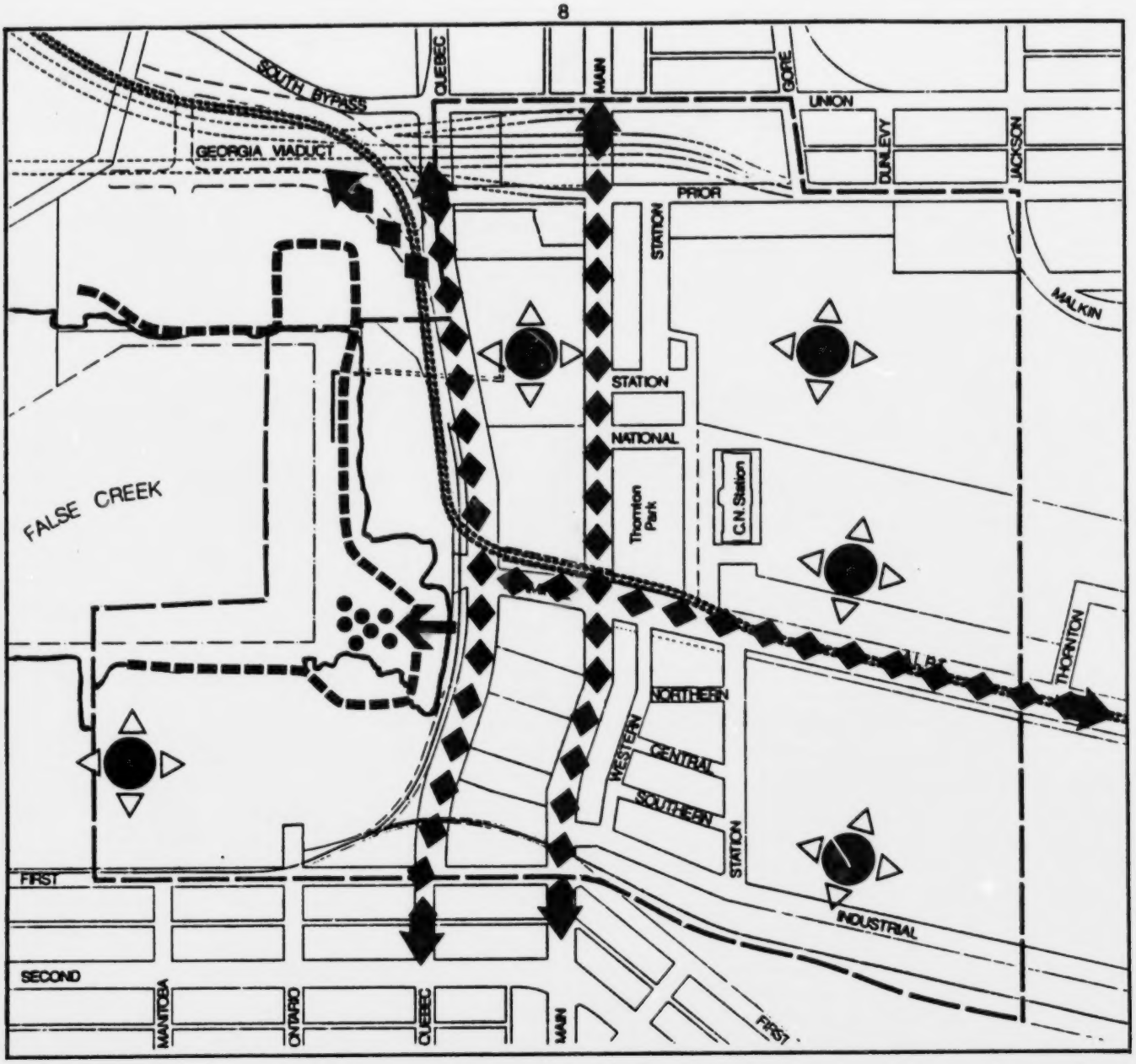
MOVEMENT CONSTRAINTS AND INFLUENCES

- MAJOR ARTERIAL/HEAVY TRAFFIC
- POTENTIAL LINKAGES
- PROPOSED WATER TRANSIT SERVICE
- BARGE ACCESS
- PROPOSED B. C. PLACE ROAD SYSTEM

CITY OF VANCOUVER
PLANNING DEPARTMENT

Map No. 4

6.	The extensive BN/CN Railway yards east of Station Street, from Prior south to Industrial Avenue, are essential for port and regional rail operations and are likely to remain for at least the medium term future.Wholesale/distribution industrial uses along Prior Street, on privately-owned land parcels, are dependent on these established railway services.	REGIONAL RAILWAY FACILITIES
7.	The C.N. Station is the only designated passenger rail terminal for the region.	C.N. STATION RAIL TERMINAL
8.	The Strathcona area has become a very desirable place to live. This could result in pressure for additional residential expansion to adjacent False Creek industrial areas, particularly given the apartment-sized additional servicing capacity that exists in the area. Extension of the Georgia Viaduct from its present terminus eastwards as the Malkin By-pass would improve the residential environment of the area.	STRATHCONA RESIDENTIAL EXPANSION
B.	Movement	
1.	The A.L.R.T. system and station location at Main and Terminal will significantly improve accessibility to the area, as well as generating new activity and demand for mixed uses around the station.	A.L.R.T. STATION ACCESSIBILITY AND ACTIVITY
2.	The existing major street pattern and heavy arterial traffic use of Main, Quebec and Terminal Avenue will remain. The completion of the new B.C. Place roadway system connecting to Quebec Street south of the Viaduct will increase traffic on Quebec and through the area.	ARTERIAL TRAFFIC STREETS
3.	The Georgia Viaduct presents a strong visual and psychological barrier between Strathcona/Chinatown and East False Creek, which discourages pedestrian movement.	GEORGIA VIADUCT BARRIER
4.	Barge movement facilities that are likely to remain for the medium-term future include the Lafarge Concrete sand and gravel dock at the east end, and a potential relocated facility for Johnston Terminals on the south shore of the Creek.	CONTINUING BARGE FACILITIES



EAST FALSE CREEK AREA

ENVIRONMENT CONSTRAINTS AND INFLUENCES

TRAFFIC NOISE IMPACTS

INDUSTRIAL NOISE SOURCES

SEWER OUTFALL

PROPOSED SHORELINE CONFIGURATION

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PLANNING DEPARTMENT

SCALE OF METRES

Map No. 5

C. Environment

1. Thornton Park with its mature, significant landscaping, central location and attractiveness, could provide a good focus for more intensive development around it. PARK AMENITIES AND NEEDS

   The adjacent inner-city neighbourhoods of Mt. Pleasant and Strathcona have serious park deficiencies; these needs could in part be satisfied by East False Creek waterfront park development.

2. Significant noise sources exist from heavy traffic use of arterial streets and some industrial operations (e.g. Lafarge Concrete). SEVERE NOISE IMPACTS

3. Filling of water areas for development purposes is restricted by general False Creek planning policies, unless equivalent land areas are excavated for water use (e.g., balanced cut and fill). Because of the major storm sewer location at the foot of Terminal, the feasibility of major filling in this location is also hindered by the significant costs involved in sewer extension further out into the Creek. WATERFRONT FILLING RESTRICTIONS

4. The major Terminal Avenue sewer outfall creates serious water pollution and noxious odour problems for the adjacent waterfront area under certain conditions. In the long term, however, other regional sewer system improvement programs may eliminate this pollution source entirely. SEWER OUTFALL POLLUTION

5. The entire False Creek basin has a similar geologic background, with most of the flat, developable areas being recently filled sections of the original water area. The extensive depths of the relatively loose, soft-grained fill - often more than 50 feet - creates a high soil sensitivity to earthquake movement. This increases seismic risk to buildings. However, below this layer of fill exists a solid stratum of glacial till, which provides a good bearing surface for foundations. In most areas, provided that deep piles are used to reach this solid material, multi-storey development forms - including high-rise - can be supported safely. SOIL AND SEISMIC CONDITIONS

4.0 PLANNING POLICIES: USES

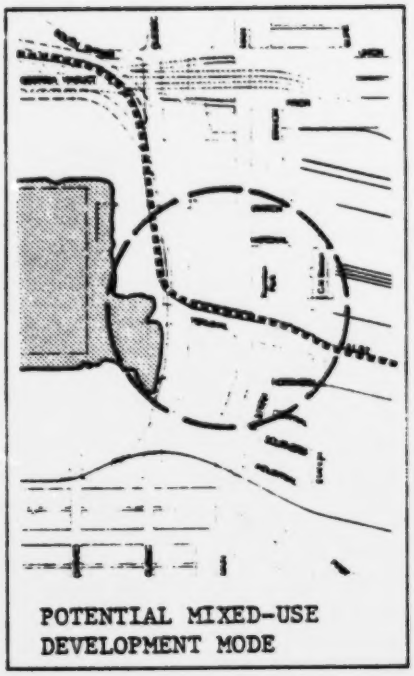
Introduction: Mixed-Use/Industrial Character

Issue:

Should the entire East False Creek area remain predominantly industrial, or should the development of other higher-intensity uses be encouraged in certain locations to achieve certain public objectives?

Discussion:

The issue noted above is the major planning question to be resolved affecting the development future of the East False Creek study area. As noted in the Development Influences section, many factors for change are being focussed on the East False Creek Area. Particularly the immediate areas around the Main Street A.L.R.T. station are mostly vacant now and available for redevelopment in the short term. By developing other higher-intensity uses such as commercial or residential in these areas, various public objectives might be assisted. These relate principally to improved public transit system use, public amenity and environmental improvements, and the development of housing opportunities in this area. Most of the properties within the Main Street Corridor sub-area are now used for a variety of service commercial uses. Additional mixed-use development nearby could strengthen this existing pattern of land use, and focus it around a relatively small, contained development node.



POTENTIAL MIXED-USE DEVELOPMENT MODE

On the other hand, it is a City objective to maintain and encourage viable industries in the area. These are currently located mainly to the east of Main Street and on the south shore of False Creek. The one major exception is Lafarge Concrete, which has a major facility just to the north of the Main and Terminal station site. In the short term, if other uses, either with or without industry, were limited to existing commercial use areas, centred generally on the A.L.R.T. station location, the potential negative impacts on existing industries would be small. Over the longer term, however, it may be appropriate to consider extending the mixed-use zone to include adjacent areas of potential industrial relocation, depending on economic trends at the time.

The following sections of this report will examine in more detail the benefits and costs of various types of uses in various locations in the East False Creek area, and the general feasibility of encouraging a mixed-use development precinct within an existing industrial area.

4.1 Industry

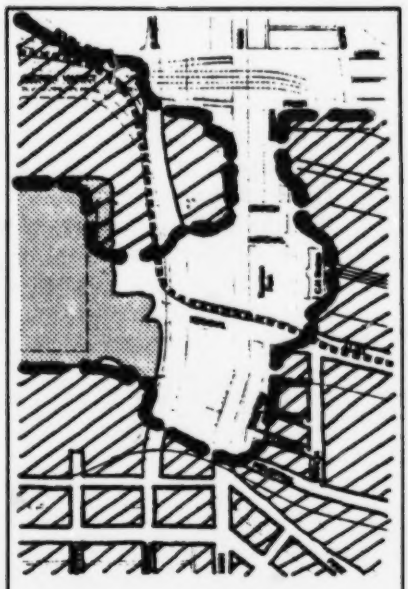
Issue:

To what extent should industry be encouraged in East False Creek? What types of industrial uses should or are likely to remain, where might this be appropriate, and for how long?

Discussion:

(i) Continuing Industrial Uses

Many industrial uses existing in the East False Creek area are either essential for the operation of the port and local industries (e.g., BN/CN railyards) or desirable in terms of their transportation impact advantages, diverse employment opportunities or financial benefits to the City. There is a trend towards the gradual relocation of rail transportation facilities out of the central area as seen by the recent C.P. Rail and imminent B.C. Hydro Rail withdrawal from the B.C. Place site. However, the BN/CN railyards east of Station Street are likely to remain for a considerable time in the future, as no alternative relocation sites seem to be available now.

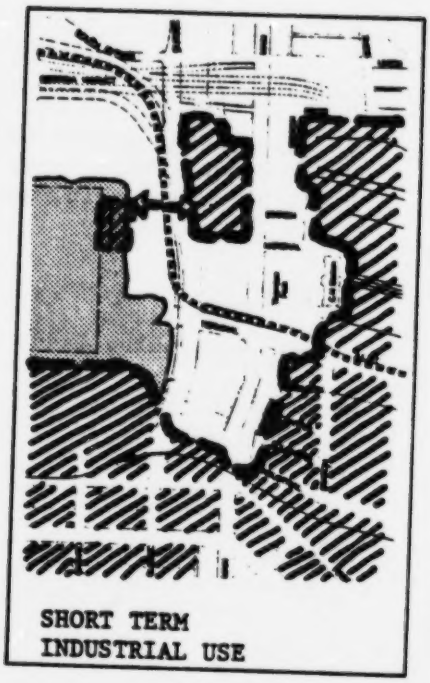


EXISTING INDUSTRIAL USE

On the south shore of False Creek, from Quebec to Cambie Street, the City has recently adopted a policy to maintain the area as an industrial precinct for the medium-term future (at least until 2006). Certain industries which require water access or are marine-related could be encouraged to develop in this area. These industries could provide expanded employment opportunities, activity and interest to this waterfront area, as well as allowing for some public access to the water's edge, compatible with continuing industrial operations.

In the future, with changing regional development patterns and improved transportation access networks, the need for maintaining certain large industrial and rail transportation facilities in the area may not be as important as it is now. General core area development pressures may at some time encourage the relocation of some of these low-intensity industrial uses to other regional locations. However, a range of possible measures to enhance prospects for industry in the core (e.g. joint venture projects, etc.) are currently under examination.

There is also an important social policy basis for retaining some industrial uses in the area in future. Industries provide a variety of jobs for city residents, close to established neighbourhoods and services. There are also important transportation benefits from retaining some industrial uses in the central area. These relate to encouraging goods movement by existing rail services, so as to reduce truck movements through eastern city neighbourhoods. Industrial workers also tend to travel at off-peak hours, thus not contributing to traffic congestion problems from office commuters.

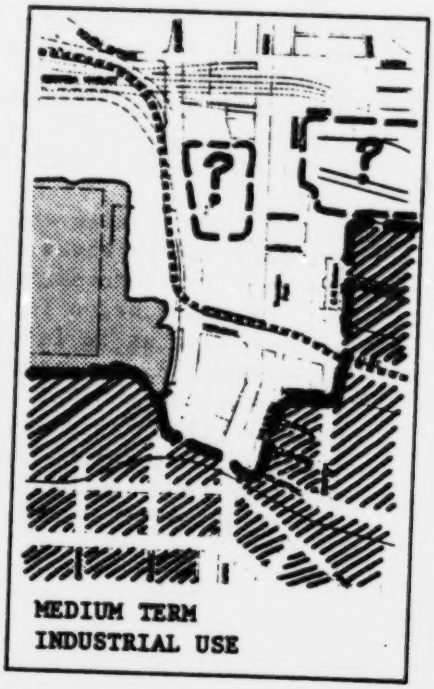


SHORT TERM
INDUSTRIAL USE

(ii) Concentrated Industrial Locations

There are many types of industrial uses, ranging from 'high-impact' types such as Lafarge Concrete, to 'general' industries involved with warehousing, wholesaling, and light manufacturing. Some industries tend to concentrate in one location because of services and transportation access, while others are more dispersed. Goods distribution and warehousing facilities are concentrated generally east of Station Street because of the existence of the BN/CN railway yards. Other major industries requiring waterfront barge access are concentrated mainly along the south shore of False Creek, except for Lafarge Concrete, at the eastern end.

For those areas considered suitable for higher-intensity mixed-uses, certain compatible industrial uses could be included with new development. In fact, incentives could be given to encourage the provision of these compatible industrial uses with other mixed commercial development. For those industrial and transportation uses considered incompatible, they should continue to be concentrated in well-defined separate areas. As a long term objective, Lafarge Concrete, as the major existing industrial use considered incompatible with potential adjacent mixed-use development, should be encouraged to relocate to a more suitable location. Areas which could remain at least in the medium term as largely industrial precincts are the south side of False Creek, from Quebec to Cambie, and the area generally east of Station Street.



MEDIUM TERM
INDUSTRIAL USE

Policy:

Retain and encourage compatible industries in conjunction with new mixed-uses, but concentrate desirable yet incompatible industries in separate, well-buffered precincts, generally east of Station Street and on the south shore of False Creek, east of the Connaught Bridge.

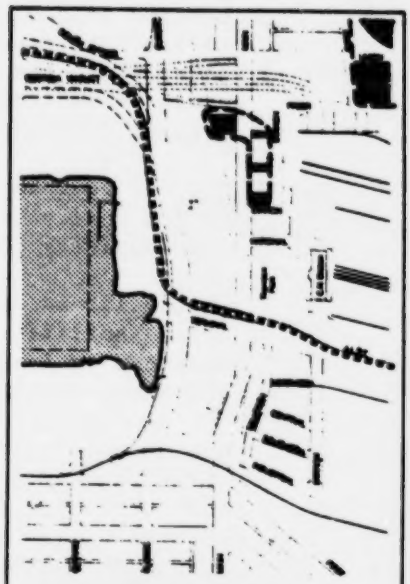
4.2 Residential

Issue:

Should new residential uses be introduced into a predominantly industrial area? If feasible, where, and how much would be appropriate?

Discussion:

The existing residential population of the East False Creek area is extremely limited. It consists of about 250 persons, occupying a few older hotels on Main Street, north of Thornton Park. Adjacent to the study area on the north, the commercial Chinatown district has some mixed-use developments including residential units. To the northeast of the study area is the established Strathcona residential district. This area is becoming an increasingly desirable inner-city neighbourhood especially for recent immigrants to the region, and is now virtually fully developed at low densities.



EXISTING RESIDENTIAL USES

(i) Residential Potential:

There are several reasons why portions of the study area are suitable for new residential development, both in the short term and in the longer term period. Some of these reasons are some of the draft Coreplan criteria for identifying locations where new housing can be permitted or where densities can be increased. These are:

1. The B.C. Place development concept plan for the north side of False Creek proposes housing east of the Stadium, south of the Georgia Viaduct. This development could expand to the east end of the Creek, and perhaps in the long term, link up with the adjacent residential neighbourhood of Strathcona.

RESIDENTIAL ENVIRONMENT CONTINUATION

2. Major amenities exist in the form of good views of the Creek and North Shore mountains, and the presence of a large mature park (Thornton Park) in the central part of the study area. The False Creek water body and associated recreational opportunities is readily accessible from potential residential sites.

VIEWS AND NATURAL AMENITIES

3. Expo '86 and B.C. Place development will improve the East False Creek waterfront amenities. A compatible residential neighbourhood will be created where former incompatible industrial uses existed.

EXPO '86/ B.C. PLACE IMPROVEMENTS

Residential Potential (continued)

4. The study area is near both existing and potential office development in the eastern portion of downtown and B.C. Place. "Blue collar" job opportunities also exist within and adjacent to the study area. Future residents could conveniently walk or take improved public transit to these workplaces.

HIGH EMPLOYMENT ACCESSIBILITY

5. The net gain in dwelling units can be maximized in non-residential areas and areas with comparatively low densities.

HIGH DWELLING UNIT NET GAIN

6. The public return from fixed investment in urban facilities (e.g. A.L.R.T. system) can be enhanced by locating higher density residential and other development near these facilities.

POTENTIAL BENEFITS FROM PUBLIC INVESTMENT

7. New density can be accommodated more inexpensively in areas with excess physical infrastructure (sewers and utilities). Such a situation exists with the apartment-sized sewer system in neighbouring Strathcona, which could be utilized by adjacent residential development.

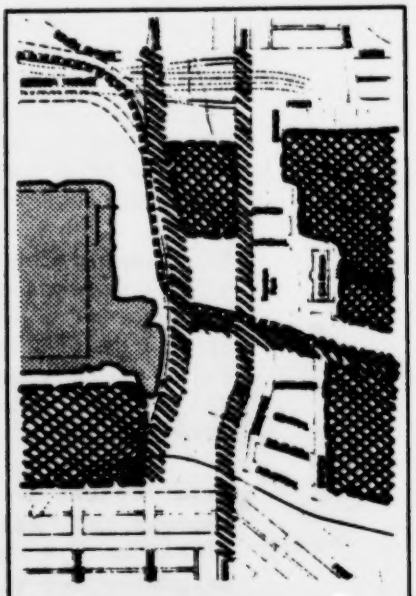
SURPLUS PHYSICAL INFRASTRUCTURE

8. Adjacent to East False Creek are several areas (Strathcona, Chinatown, Downtown/Eastside) having a variety of established social services. New residential development nearby these underutilized facilities can minimize the requirements for ongoing expenditures on new facilities.

SURPLUS SOCIAL INFRASTRUCTURE

(ii) Constraints to Residential Use:

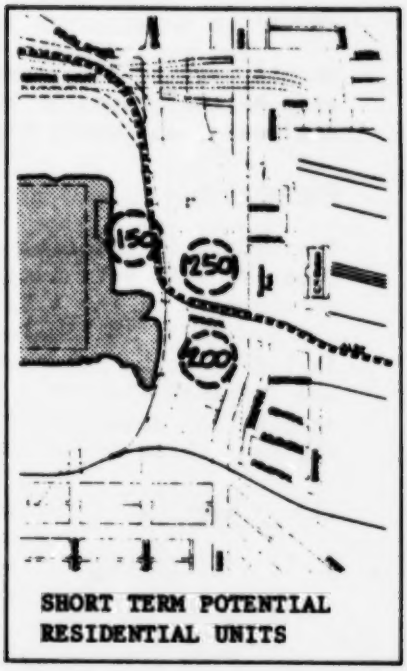
While as noted above there are many good reasons supporting residential use in portions of the study area, there are also major negative factors affecting the viability of residential development. The presence of major incompatible industrial uses such as the Lafarge concrete manufacturing operation, transportation facilities such as the BN/CN railway yards, and the heavy arterial traffic streets running through the area, rule out certain types of housing in certain locations. Ground-oriented units are not feasible next to noisy industrial operations and arterial roadways. For residential development to be viable near to these operations, appropriate buffers and special building design will be required. In the short-medium term, new housing in the area should mostly be restricted to adult-oriented, medium high-rise forms. If in the longer term railway facilities east of Station Street are relocated, these areas may be more suitable for lower density, ground-oriented family housing.



MAJOR CONSTRAINTS TO RESIDENTIAL USE

(iv) Residential Community Size and Mix

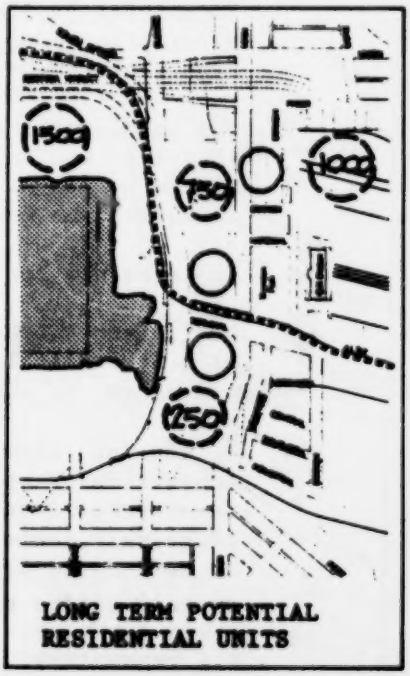
For a residential neighbourhood to be viable, it must also have its own identity and feeling of community. Based on the False Creek Official Development Plan By-law design guidelines [1.3(a)], a minimum neighbourhood size of about 700 persons is desirable. If residential use is encouraged on suitable sites generally west of Main Street, not including the waterfront, there is a short term potential for about 500 - 600 housing units which would meet this minimum size criteria. This assumes an average density of 100 units per acre. If the waterfront land west of Quebec Street is also developed for housing, another 150 units would be possible in the short term. In the longer term, however, other appropriate sites to the east of Main Street may become available to accommodate a larger more mixed population for the area, totalling about 3000 residential units. Rail relocation east of Station Street could accommodate about 1000 units, while the relocation of Lafarge concrete could provide for an additional 750 units.



SHORT TERM POTENTIAL RESIDENTIAL UNITS

In the B.C. Place planning area which abuts East False Creek, the City is encouraging the provision of housing opportunities for a range of income groups. While the City has some important land holdings in East False Creek, some of which are suitable for residential use, most of these sites are on the waterfront which may be more appropriate for other non-residential uses. However, if the City waterfront land west of Quebec Street were to be used for housing, a similar commitment to either directly or indirectly provide for this social mix should prevail. In the longer term, if railway lands east of Station Street next to Strathcona are redeveloped, opportunities for family housing and a more balanced social mix may occur.

In summary, residential development near to the A.L.R.T. Main Street station would increase ridership potential, assist the GVRD Livable Region Program concept of living close to work, contribute to a range of day and evening activity around the station, and would help to support other mixed commercial uses. Residential uses in the area would also help to support public recreational uses and activities on the adjacent False Creek waterfront lands.



LONG TERM POTENTIAL RESIDENTIAL UNITS

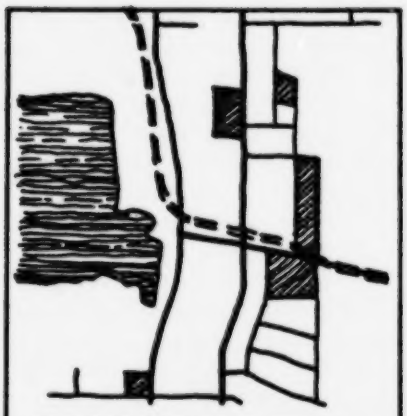
Policy:

In locations having good amenity potential, encourage the development of residential units of sufficient number and mix to create a distinct residential neighbourhood, but ensure that construction is sensitive to environmental impacts of nearby traffic and industry.

4.3 Office Commercial Uses

Issue:

Should office development in the East False Creek area be encouraged or restricted; what type (local vs. regional), and where might this be appropriate?



EXISTING OFFICE USES ANCILLARY TO INDUSTRIES

Discussion:

The amount of existing office uses in the East False Creek area is very limited. However, with the development of the A.L.R.T. System linking the area to the downtown, increasing office development pressure is likely to be focussed on the area around the Main and Terminal station. There are reasons both for and against the development of significant office uses in the East False Creek area, as listed below.

(i) Reasons supporting office development:

1. The general viability of other mixed-uses, including industry and residential, would be helped. Office use can provide a buffer between incompatible uses (e.g., residential and industrial), is suitable at lower levels next to heavy traffic or industrial noise sources, and can provide a higher economic return on investment to off-set less profitable cost of other associated development (e.g., industrial).

IMPROVED VIABILITY OF MIXED-USES

2. Office buildings adjacent to major traffic arterials and amenity areas tend to be of higher urban design quality than comparable industrial development, which cannot usually afford the added expense of high-quality architectural design.

BETTER URBAN DESIGN QUALITY

3. The development of offices in near-core locations would reduce auto traffic pressures on the downtown, by intercepting traffic before it enters the peninsula.

DOWNTOWN TRAFFIC INTERCEPTION

4. The area has convenient transit and auto access.

CONVENIENT ACCESS

5. Sufficient A.L.R.T. capacity will exist at the Main Street station location because of bus transfers, to support limited office use.

SUFFICIENT A.L.R.T. CAPACITY

6. In the long term, anticipated residential conversion of presently-zoned office development areas in the downtown will adequately compensate for limited office growth in East False Creek, so as not to increase the overall office potential of the core area.

NO NET INCREASE IN OVERALL CORE OFFICE POTENTIAL

7. In the long term, the area may lose existing industries through decentralization and outright closure (e.g. Lafarge); offices can partially offset this contraction of industrial activity.

LONG TERM REPLACEMENT OF OBSOLESCENT USES

(ii) Reasons against office development:

1. The GVRD Livable Region Program encourages a decentralization of offices throughout the region, to reduce traffic impacts and costs.

G.V.R.D. LRP POLICY FOR OFFICE DECENTRALIZATION

2. The draft Coreplan policies recommend to continue accepting office development consistent with the present commercial development potential of the core, but not to expand that potential through new zoning.

COREPLAN POLICY TO LIMIT FURTHER OFFICE ZONING

3. B.C. Place is proposing offices to the west of the area; too much office density in the general vicinity could create traffic problems.

LARGE POTENTIAL OFFICE DEVELOPMENT ON B.C. PLACE

4. Too much office development could make the continued viability of lower intensity industrial uses difficult to maintain, by increasing land values in the immediate area.

POTENTIAL NEGATIVE IMPACTS ON EXISTING INDUSTRIAL VIABILITY

5. Significant office development could affect the viability of older residential hotels in the area, by encouraging conversion or demolition.

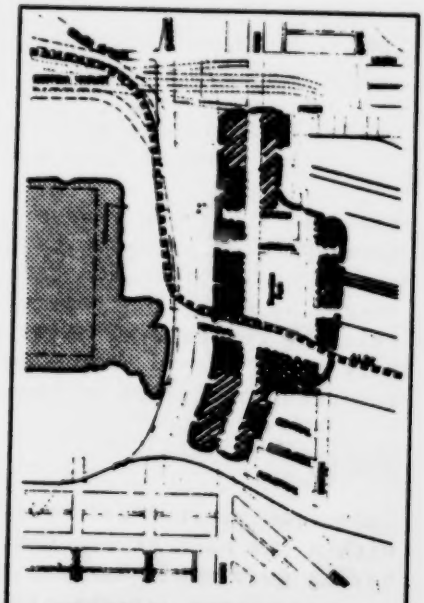
POTENTIAL NEGATIVE IMPACTS ON EXISTING RESIDENTIAL HOTELS

(iii) Limited Mixed Use/Office Development:

Based on consideration of the above reasons it is concluded that limited office uses in some portions of the study area could assist various public objectives. This development should, however, be limited to a relatively low density of development, generally locally oriented, and confined to a linear commercial development zone within the Main Street Corridor sub-area and around Thornton Park. In the long term, the area identified for office use could allow for approximately one million square feet of office development, if all sites were developed for mixed uses. The ultimate office space capacity proposed for this area is equivalent to the minimum office space criterion for a regional town centre.

<u>Policy</u>:

Permit office use in conjunction with other uses, where it will serve to buffer residential and recreational uses from industry and street traffic noise, and lead to construction of more prestigious and high-quality structures where these are desired, generally within the Main Street Corridor sub-area and around the Thornton Park amenity focus.



POTENTIAL OFFICE USE DEVELOPMENT AREAS

4.4 Hotels

Issue:

To what extent should additional hotels be encouraged in the area? What type (residential or visitor-oriented) and where might this be appropriate?

OLDER RESIDENTIAL HOTELS (900 BLOCK MAIN ST.)

Discussion:

Several older residential hotels now exist along Main Street, north of Thornton Park. These have an approximate population of 250 mostly long-time, low-income residents. If new hotels are to be developed in the area, measures will likely be required to protect these existing residents from displacement, or alternative accommodation will have to be found for them. Because of the relative proximity of certain sites in the Main Street Corridor to the new A.L.R.T. station location and thus the downtown, new hotel development could be appropriate as part of mixed-use projects, for several reasons. These are:

(i) It would provide needed visitor accommodation in near-core locations.

(ii) It would be consistent with City policy to encourage hotel uses generally in the core area.

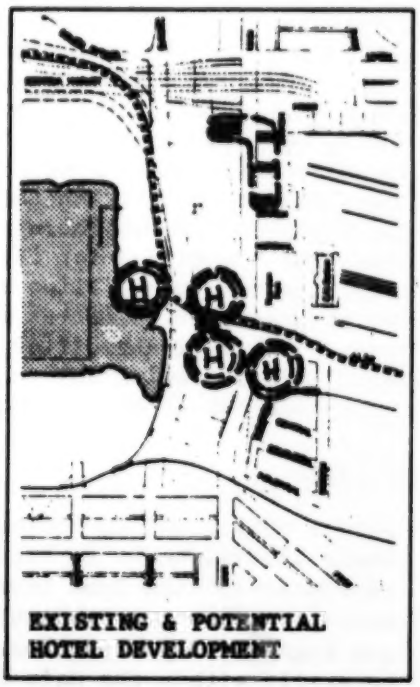
(iii) It would provide quasi-residential uses increasing day and evening activity in the area.

(iv) It would create fewer impacts on regional traffic problems than alternate office use.

(v) It is an acceptable use next to heavy traffic streets, as a buffer to other uses.

(vi) It would assist to create a 'Gateway' image to the general Main and Terminal location.

Based on the above reasons, new visitor-oriented hotel development on sites with good transit and vehicular access could provide a range of public benefits to the area. As well, the retention and strengthening of the existing residential hotel precinct north of Thornton Park could provide for a more socially-balanced resident population in the area.



EXISTING & POTENTIAL HOTEL DEVELOPMENT

Policy:

Encourage visitor and residential hotels generally within the Main Street Corridor sub-area, on sites having good vehicular and transit access in locations which are less suitable for longer term residential accommodation.

4.5 Retail/Service Commercial

Issue:

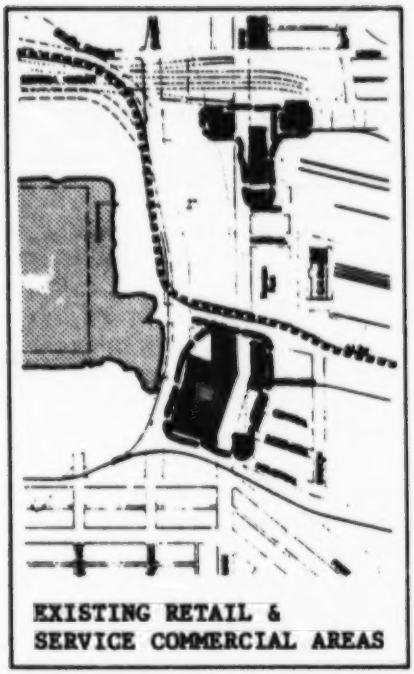
Should additional retail or service commercial uses be encouraged in certain locations? Where, how much, and how would this affect existing nearby commercial areas?

Discussion:

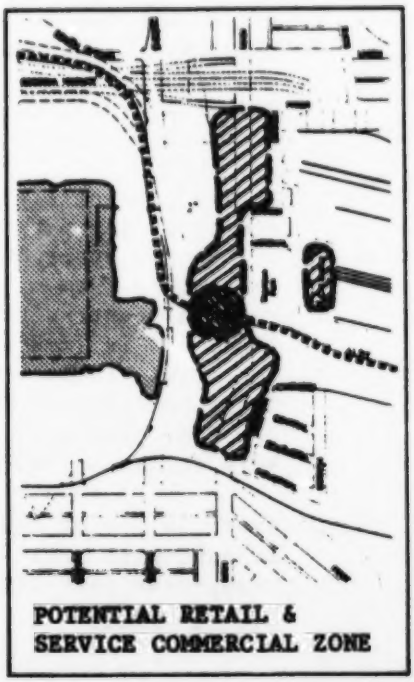
Existing retail and service commercial uses are concentrated along 2 blocks of Main Street, one between Prior and Station Street, and the other between Terminal and Industrial Avenue. Most of these uses are auto-oriented (e.g., McDonald's Restaurant). A lack of continuity in retail development exists because of the major interruptions caused by Thornton Park, and vacant or industrially developed sites on Main Street.

Potential residential and office uses will require various support services and local commercial facilities such as a grocery store, laundromat, barber shop, etc. The nearest commercial area from the Main and Terminal location providing these services now is Chinatown, which is 5-6 blocks away to the north. While this established area may be within walking distance under ideal conditions, it is somewhat specialized and would not be convenient for the day-to-day needs of future residents in East False Creek. Some of these services could also benefit A.L.R.T. transit system users and are likely to be included in potential mixed-use development on the Main Street station site. Provided that the amount of new retail is limited mainly to the station location and on sites fronting on Main Street to form a linear 2-3 block commercial area, this development should not unduly compete with other nearby established areas.

Existing service and auto-oriented commercial uses are located on Main Street, mainly south of Terminal Avenue. In the short term, these uses may likely remain on these sites, until such time as commercial development densification occurs. In the longer term, some service commercial uses could remain as part of higher-intensity mixed-use development, while others may eventually be forced to relocate to more peripheral locations.



EXISTING RETAIL & SERVICE COMMERCIAL AREAS



POTENTIAL RETAIL & SERVICE COMMERCIAL ZONE

Policy:

Encourage activity-generating, pedestrian-oriented retail and service commercial uses at major transportation interchange locations and along the arterial street frontage of Main Street, from Prior to Industrial Avenue.

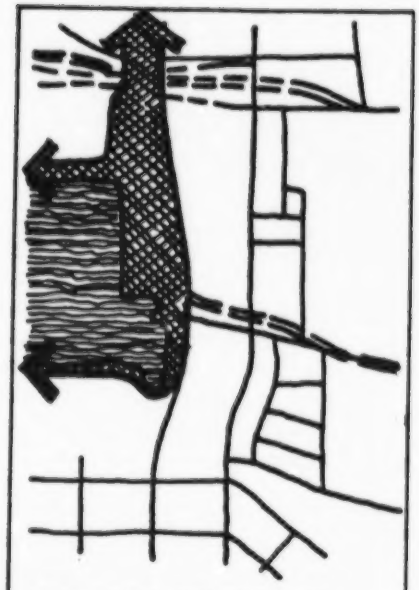
4.6 Parks/Recreation

Issue:

Should a major public park and recreational facilities be developed on the waterfront land at the east end of the Creek, or are there alternate uses considered more appropriate?

Discussion:

The approximate 10 acres of waterfront land west of Quebec Street at the east end of the Creek is mostly owned by the City. B.C. Hydro (and potentially B.C. Place) also owns a significant portion mainly to the north of the City ownership. As all of this land will likely be required for the Expo '86 site, it will be cleared and available for permanent development by 1987.



POTENTIAL WATERFRONT PARK SITE

The City land portion is now leased exclusively for industrial purposes, mainly the Lafarge concrete barge materials facility. While the need for barge water access may remain for a long term, its continuing presence does not necessarily restrict the use of all of the foreshore land for other purposes. This land, because of its locational amenities, would also be suited for residential use similar to that proposed for B.C. Place to the west. As well, however, it is suitable for park and recreational uses. Reasons supporting this over other potential uses are:

(i) It has the highest public visibility of any existing or potential park site on the False Creek waterfront. Because of its proximity to the A.L.R.T. guideway and the major arterial traffic streets of Terminal, Quebec and the B.C. Place roadway system, in excess of 100 000 people will travel past this location every day.

HIGH PUBLIC VISIBILITY

(ii) It has potentially the best public transit access of any park site in the region. It is within two stops of the downtown, and directly accessible from major neighbourhood and regional centres to the east, via the A.L.R.T. line. It is immediately adjacent to a major potential transportation interchange complex. These include the Main Street A.L.R.T. station, the C.N. passenger rail terminal, and also the Main Street bus system.

GOOD TRANSIT ACCESSIBILITY

(iii) Expo '86 use of this site and required physical improvements could provide the City with a ready-made park after the temporary Fair is over in 1986.

EXPO '86 LEGACY POTENTIAL

(iv) The location is the major eastern entrance to the False Creek basin and the Downtown. As such, it could provide the initial image to many people of False Creek as a major public parks and recreational use area.

GATEWAY/PARKS EASTERN ENTRANCE

(v) The location is adjacent to several areas of high potential population growth in the future, which will generate demand for nearby parks and recreational facilities.

FUTURE POPULATION INCREASES

(vi) The adjacent neighbourhoods of Strathcona and Mt. Pleasant have serious park deficiencies, with no local access to waterfront sites. This waterfront location is close to these residential areas, with good access possible.

NEIGHBOURHOOD PARKS DEFICIENCIES

(vii) Its narrow linear shape provides for maximum waterfront exposure, as well as providing room for a variety of recreational activities.

MAXIMUM WATERFRONT EXPOSURE

(viii) It has good climatic orientation, in that it is not subject to overshadowing by proposed adjacent development and enjoys a sunny western exposure.

GOOD CLIMATIC ORIENTATION

(ix) In the long term, expansion potential for park use exists to the south with the possible relocation of existing industries.

LONG TERM EXPANSION POTENTIAL

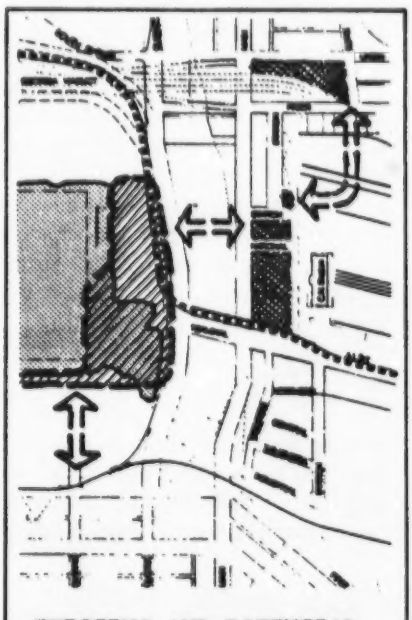
(x) Significant public views from Terminal Avenue and the elevated A.L.R.T. station platform exist across the Creek towards the Stadium and the B.C. Place/Downtown core. Any substantial development on this waterfront site would tend to block these important views.

PUBLIC VIEWS PROTECTION

Based on these reasons, the most appropriate use for all or a major part of this limited waterfront land should be for public park and recreational purposes. However, some compatible commercial or recreational development could improve the general usability, attractiveness, and variety of public amenities in association with park development in this area.

<u>Policy</u>:

Develop a major public park and recreational facility at the East End of the Creek, related to the waterfront, other adjacent transportation facilities and nearby mixed-use development areas.



EXISTING AND POTENTIAL PARKS/RECREATIONAL AREAS

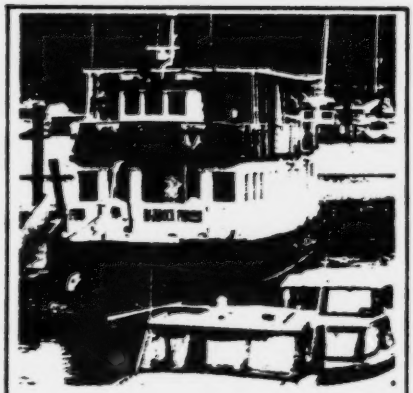
4.7 Water Area Uses

Issue:

What types of marine-oriented uses, in what water area locations, and how much would be appropriate in the limited eastern end of the East False Creek water basin?

Discussion:

Industrial water uses in East False Creek are the Lafarge barge facility at the northeastern shore (leased until 2013), and tugboat/barge docking facilities at the foot of Ontario Street on the south shore. With continuing barge traffic, unrestricted water access lanes to these facilities will be necessary to retain. For the water basin east of the Connaught Bridge, present City policy suggests a non-power boat environment in future. To the northwest, B.C. Place is proposing som additional marina development and associated recreational uses along the waterfront.



VIEW OF POTENTIAL WATER AREA USES

While a new marina facility could also be developed on a portion of the water area at the eastern end of the Creek, it would need to be of sufficient size (minimum 300-400 boats) to be economically viable. This would require substantial parking and loading areas nearby. These would be difficult to accommodate on adjacent waterfront lands without seriously compromising other potential public recreational uses. A marina in this location would also introduce small boat traffic next to an active industrial barge use area on the south shore of False Creek, which could cause unacceptable safety hazards.

Public recreational opportunities could be assisted by development of a small boathouse and some limited docks for storing and renting of small boats in the area. A rowing clubhouse similar to the V.R.C. building on Coal Harbour could provide an attractive focus at this end of the Creek. Some limited commercial uses, such as a floating waterfront restaurant, could also be successfully integrated with other public recreational use facilities.

VIEW OF RECREATIONAL V.R.C. BUILDING (Coal Harbour)

Policy:

Encourage various marine-oriented uses on portions of the water and shore area so as to provide interest and variety, and to facilitate public waterfront access and recreational opportunities.

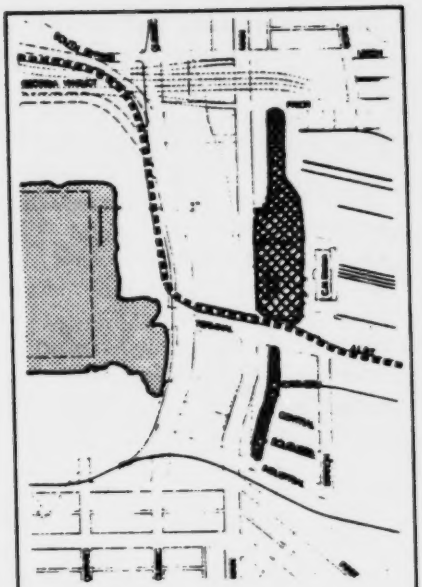
4.8 Separating Uses

Issue:

How best can non-industrial uses including residential be separated from other incompatible uses and what special precautions are required to ensure that potential conflicts are reduced or eliminated?

Discussion:

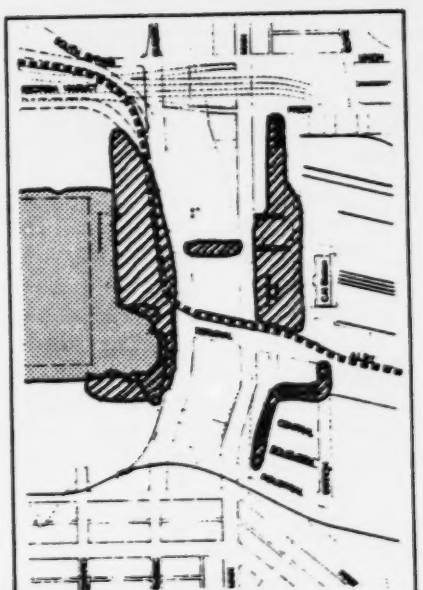
The location of new non-industrial uses next to incompatible industrial use areas may create intolerable problems for both, unless special planning and design precautions are taken. These may include substantial setbacks of the different uses, using other compatible uses between incompatible ones (e.g., commercial between industrial and residential), special building form and landscaping features, and other design aspects. Some type of buffer needs to separate incompatible uses from each other.



EXISTING BUFFER ZONES SEPARATING USES

Physical features exist now which provide effective buffer zones. Thornton Park and Station Street separate the extensive railway facilities to the east from potential non-industrial development areas to the west. South of Terminal Avenue, existing commercial uses on Main Street are separated by Western Avenue from adjacent mixed industrial areas to the east. In future, additional local street buffers may be required between incompatible existing industry (e.g., Lafarge Concrete) and new non-industrial development sites. These should also include generous landscaping features. In mixed-use projects, vertical separation could occur between parking or industrial uses at grade level and residential or commercial uses above. Horizontal separation could occur through the placement of certain noise tolerant commercial uses (e.g. office, hotel) adjacent to major traffic streets, thus providing a buffer to residential uses on the other side. In this way, traffic noise impacts from adjacent arterial streets could be minimized.

New park development on the False Creek waterfront, as well as providing an amenity focus for new mixed-use development, could also create an effective open space separation between continuing industrial uses on the south side of the Creek and new non-industrial uses at the eastern end around the Main and Terminal location.



POTENTIAL BUFFER AREAS SEPARATING USES

Policy:

Provide an appropriate physical buffer or separation between incompatible uses to remove potential conflicts and create an acceptable environment for both.

4.9 Mixing Uses

Issue:

To what extent and where should compatible uses be mixed together, and what public benefits might be achieved through this?

Discussion:

In the East False Creek area now, there are few examples of mixed uses. While major industries such as Lafarge Concrete and C.N. Rail have a sizeable office use component, this is ancillary to their principal industrial activity. Proposals have also been made recently for multi-storey industrial/ commercial developments including a major office component. Mixed-use developments offer various benefits, namely:

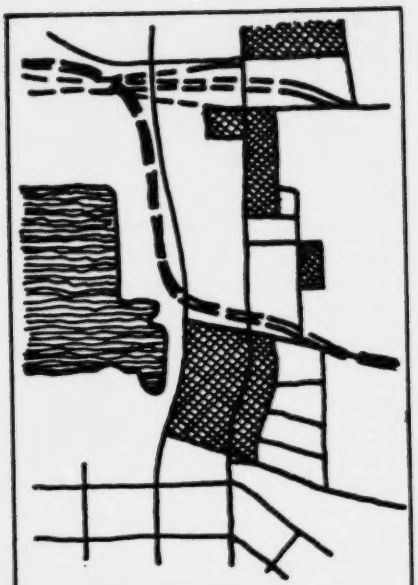
(i) Mixed use provides greater potential for a larger-scale and higher-quality structures which can be used to achieve urban design objectives (e.g. enclosure of Thornton Park).

(ii) The development feasibility of individual uses may sometimes be improved by their association with other uses, as a result of shared construction costs, extended patronage patterns, and better financing opportunities.

(iii) Increased activity and variety of uses may make the development more attractive to some users.

(iv) Public safety may be improved by extended activity patterns and supervision of public spaces, assuming some commercial/residential activity in evening hours.

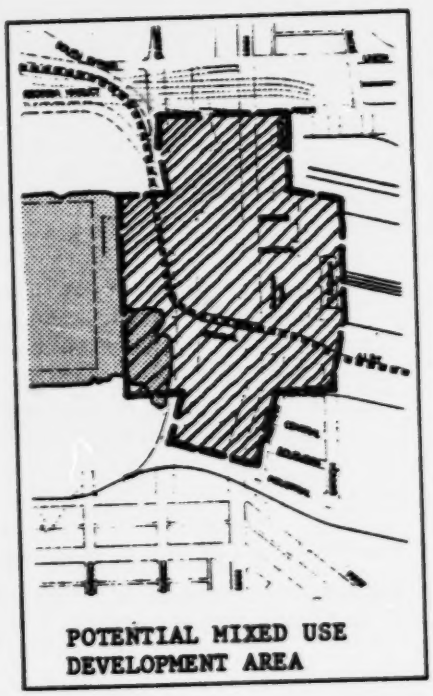
On the other hand, the major disadvantage of mixing uses is that the viability of lower-intensity uses (e.g., industrial) may be negatively affected by increased land values associated with the higher-intensity mixed uses. Since the city is actively encouraging the preservation of viable industrial areas, mixed-use projects should not be encouraged in those areas. It should be limited to particular locations and uses providing definite public benefits.



EXISTING MIXED-USE DEVELOPMENT PRECINCTS

Policy:

Limit mixed-use development to those uses and sites that provide definite public benefits; in the short term, primarily on sites close to the Main and Terminal A.L.R.T. station and around Thornton Park; in the longer term, on other sites which will have good amenity potential and locations advantages.



POTENTIAL MIXED USE DEVELOPMENT AREA

5.0 PLANNING POLICIES: MOVEMENT

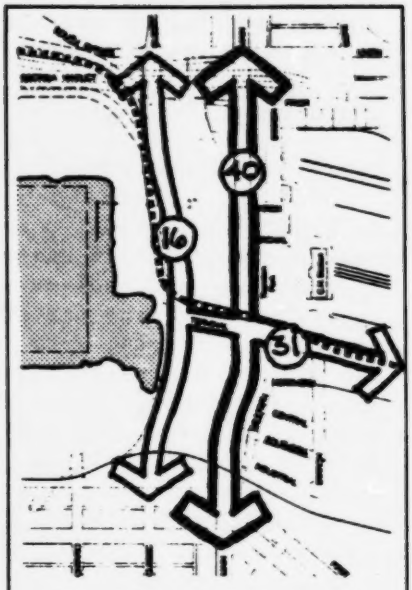
5.1 Arterial Roads

Issue:

Should the traffic capacity of existing arterial streets be maintained or modified in the future to handle anticipated traffic volumes through the area?

Discussion:

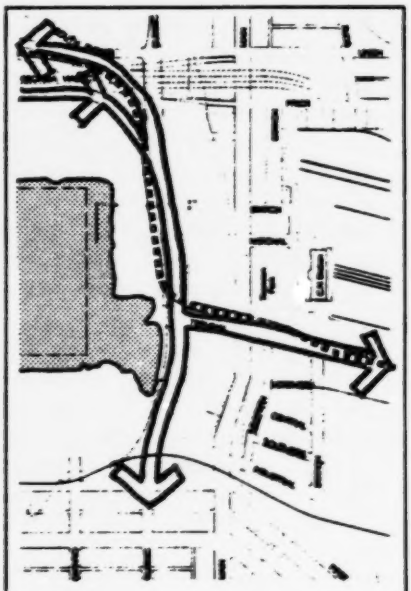
Main, Terminal and Quebec Streets now carry major local and commuter traffic through the area with 24-hour volumes of 40,000, 31,000 and 16,000 respectively. They provide an important link to downtown through the Georgia Viaduct and the east "neck" streets. The Stadium, B.C. Place, and core area development will increase traffic volumes on these streets. As well, local redevelopment and the A.L.R.T. station at Main and Terminal will generate additional local traffic. Significant volumes of truck traffic will continue to serve this predominantly industrial area. Quebec Street will play an increasingly important role as a major access route to downtown. A proposed connection from Kingsway to Quebec would support this role by accommodating vehicle traffic, while at the same time providing relief for a much-congested Main Street.



EXISTING ARTERIAL ROADWAY SYSTEM

Presently, trucks have access to the Burrard waterfront via Columbia and Gore in the area around Main Street. This promotes the use of Quebec Street by significant volumes of truck traffic. The present version of the Port Master Plan indicates that Main Street will become the major access point to the waterfront. Therefore, in the long term, Main Street will carry additional north-south truck traffic volumes. However, Quebec will continue to sustain significant truck traffic volumes even with the relocation of industries on the north shore of False Creek.

The introduction of A.L.R.T. in 1986, and improvements to the transit system should help to minimize increases in vehicular traffic. Changes in land use should take into account both present and future roles of the arterial streets in the area. Future roadway improvements and overall traffic increases will continue to funnel additional traffic into this corridor.


MAJOR ARTERIAL TRAFFIC GROWTH STREETS

Policy:

Encourage the continued use of existing arterial streets in the area by vehicular traffic serving the downtown and False Creek; accommodate future volume increases on these streets by appropriate traffic management improvements.

5.2 Local Streets

Issue:

To what extent should additional streets be created or existing ones closed to satisfy local traffic needs, meet public objectives, and allow better development opportunities in the area?

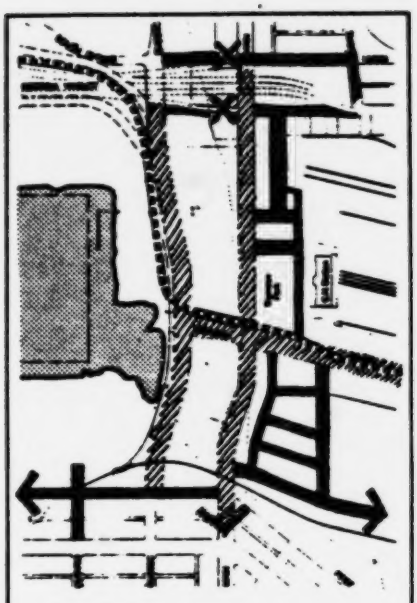
Discussion:

(i) New local streets

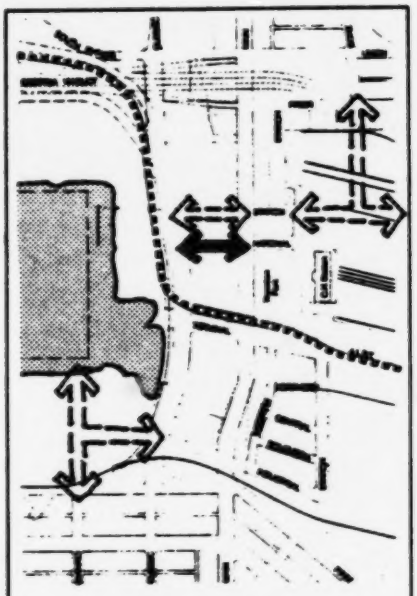
In certain locations in East False Creek there are relatively few local access streets. This results from the large consolidated property ownerships and general subdivision pattern. The area between Main and Quebec streets, from Prior south to First Avenue, has limited East-West circulation capability. The only street providing this now is Terminal Avenue, which is already very busy with arterial traffic passing through the area. Local traffic circulation around these blocks north of Terminal must now detour more than 5 city blocks north to Keefer Street, before access to Main Street is possible. The other area having limited access now is the False Creek waterfront. This includes both the south shore industrial area and the east shore, mostly vacant area to the west of Quebec Street. Except for Terminal Avenue, no public street right-of-ways extend to the waterfront edge.

In the short term, major mixed-use development planned around the Main Street A.L.R.T. Station will require additional access street capability. With completion of the A.L.R.T. system and station at Main and Terminal, improvements are likely to be made to the downtown bus system interchange capabilities at this location. These will facilitate "short-turning" of local buses. This may necessitate additional local street right-of-ways to accommodate public transit needs, in particular a one-block extension of National Avenue from Main to Quebec to provide an additional east-west connection between Terminal and Keefer.

In the long term, with the redevelopment of major industrial sites, additional local connector streets may be possible through these areas. These will provide better linkages to adjacent neighbourhoods for local traffic and pedestrian use, as well as improved public access to the False Creek waterfront.



EXISTING LOCAL STREET PATTERN

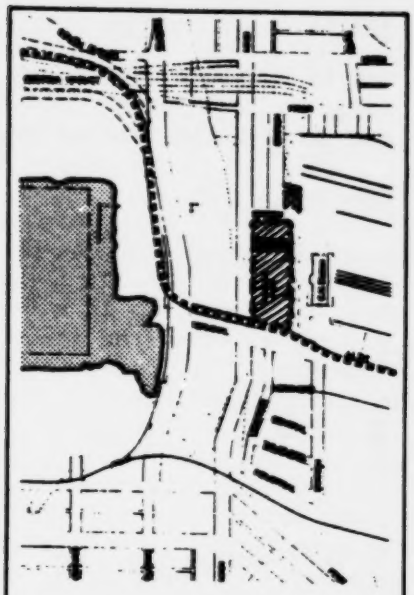


POTENTIAL LOCAL STREET EXTENSIONS

(ii) Street rationalization

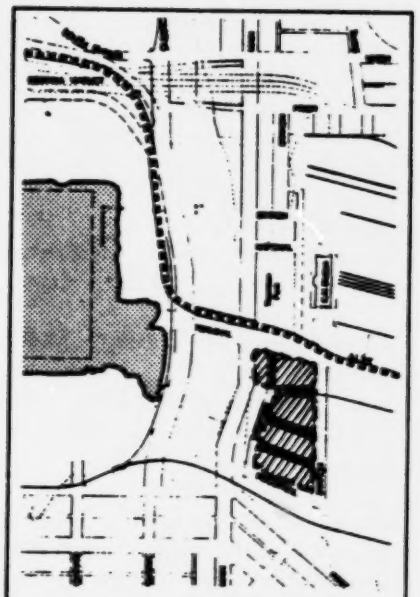
A few street areas exist in the East False Creek area which serve only a minor function and may not be necessarily essential for access and local circulation purposes in future. These streets are located between Main and Station Streets, from Prior to Industrial Avenue. Possible closure of some of these minor streets could enable larger potential development sites to be consolidated, and a more rational, efficient street system maintained for the area.

Street areas that may not be essential for access purposes in future include the one block section of National Avenue, which separates portions of Thornton Park, and the small easterly section of Station Street just north of Thornton Park, next to the BNR property. If National Avenue were closed, it would enable the major sections of Thornton Park to be joined together, and additional park area created to counteract the area effectively lost by the A.L.R.T. guideway allowance on the southern-most park portion. However, the existing portion of National should be retained until the proposed east-west extensions of Station Street materialize. Once that alternate continuous crossing can be provided, Thornton Park consolidation could be achieved. Station Street could also function just as effectively without the small "looped" portion next to the BNR freight offices. If these areas were closed, they could also potentially be used for surface parking facilities to serve railway freight customers and passenger needs.



POTENTIAL THORNTON PARK/ NATIONAL AVE CONSOLIDATION

South of Terminal Avenue, closure of portions or all of Northern, Central, Southern and Western Streets would enable several large potential mixed-use or industrial redevelopment sites to be consolidated in future. This is all City-owned property and could be available for redevelopment in the short-medium term. Particularly the one block section of Western Street, from Terminal to Northern, seems redundant and not desirable to keep open if these corner sites are redeveloped. The longer term closure of Central and Southern Streets would also facilitate this property to be redeveloped to a higher intensity of use, by consolidation of these small development parcels into one large site.



POTENTIAL LONGER TERM CONSOLIDATION SITES

Policy:

Provide for local traffic needs for adequate access to major development sites, public amenity areas, and general circulation capability within the area.

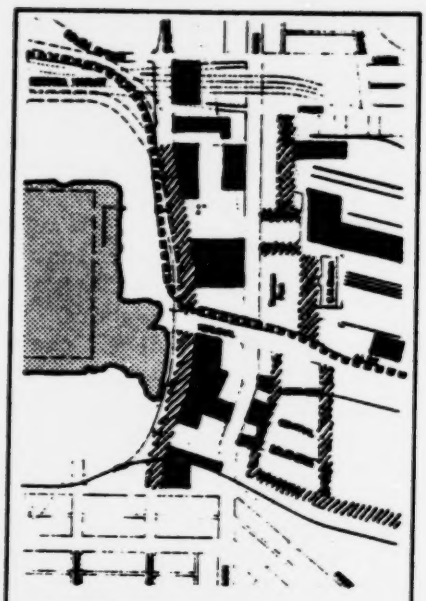
5.3 Parking

Issue:

How best should both local and non-local parking needs be accommodated and successfully integrated with new development for the area?

Discussion:

Parking, because of the overall low-intensity of industrial land uses, is not now a major problem in East False Creek. In a few locations, short term parking demands from active commercial uses such as McDonald's Restaurant (drive-in), the Via Rail passenger terminal, and certain businesses on Main Street are not adequately satisfied by on-site parking areas, and some "spill-over" onto adjacent street areas occurs. Surface parking lots proliferate in the area, notably between Main and Quebec, and east of Station Street on the railway lands. There are presently no underground or multi-level above-grade parking facilities.



EXISTING SURFACE PARKING AREAS

Parking is likely to become a significant issue in future. This will result from increasing intensity of mixed-use development, particularly on sites close to the A.L.R.T. station, from nearby major traffic generators such as the Stadium and B.C. Place, and perhaps as part of an overall city parking strategy and access policies for the downtown. If higher-intensity mixed use development is built in future, parking needs will likely have to be satisfied by significant underground or above-grade facilities. Because of the generally high water table existing in the area limiting excavation, above-grade structures could be less costly. In certain locations this could be acceptable, but in others it may be desirable to limit above-grade parking structures to maintain views and reduce the visual impact of building bulk.

Also, the cost advantages of developing above-grade parking could be partially offset by reduced development potential, if these parking areas are included in the overall allowable floor space for density calculations.

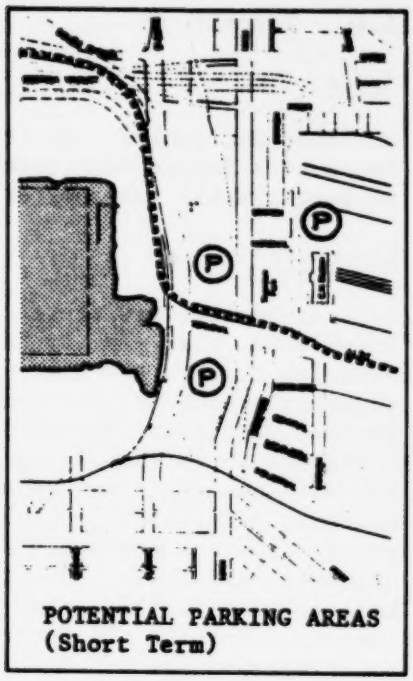
While most potential development sites are large and able to easily accommodate some parking facilities, a few older properties on Main Street exist with restricted lot sizes that may make parking provision difficult. Concentrated, centrally-located parking facilities may be the best way to meet some of the area's parking needs in future.

B.C. Transit is now proposing a major surface parking facility for buses on the south shore of the Creek, just west of Quebec Street. While not an optimum water-related use for this large waterfront site, this proposed use is seen as a medium-term facility to serve overall bus system needs of the central area. When the south shore industrial future is reviewed in twenty or so years from now, it may be appropriate to relocate this facility to a more permanent, non-waterfront location.

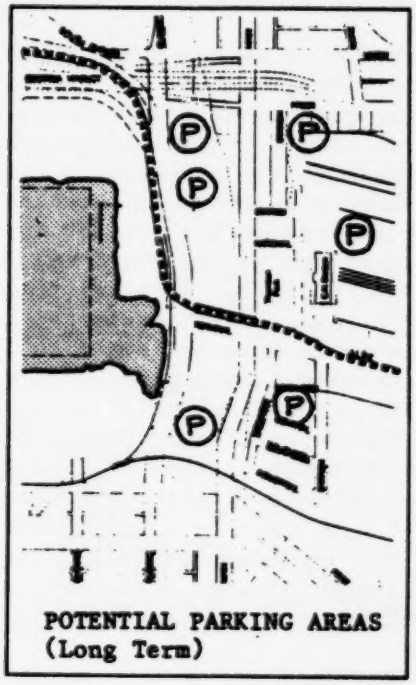
Parking facilities could be compatible with continuing industrial uses in the area, generally east of Main Street, perhaps with industry remaining at grade level and multi-level parking developed above. Land economics would be more favourable to parking structures here than in the Downtown.

In the short term, the stadium opening in mid-1983 has created additional parking demands on the area, as it is only a five to six block walking distance away. Expo '86 will result in severe short-term parking problems, which will require temporary public parking facilities, probably on surface lots. In the longer term, the adjacent B.C. Place development and increasing densification around the A.L.R.T. station will add further parking demands. This may at some point be sufficient to justify significant public and private expenditures on appropriately-located permanent parking facilities for local needs as well as adjacent non-local activity areas.

Further study must be done to determine how best to meet these parking demands both in the short and in the long term. While the area might also be used to provide concentrated public parking facilities on the periphery of the downtown, certainly it would be preferable to intercept long-distance commuters farther out along the A.L.R.T. to minimize through traffic in East Vancouver. Comprehensive solutions should be studied.



POTENTIAL PARKING AREAS
(Short Term)



POTENTIAL PARKING AREAS
(Long Term)

Policy:

Provide sufficient parking facilities to meet the needs of the local area taking into account its excellent transit accessibility, either within individual sites or in centralized shared facilities, to minimize negative environmental impacts.

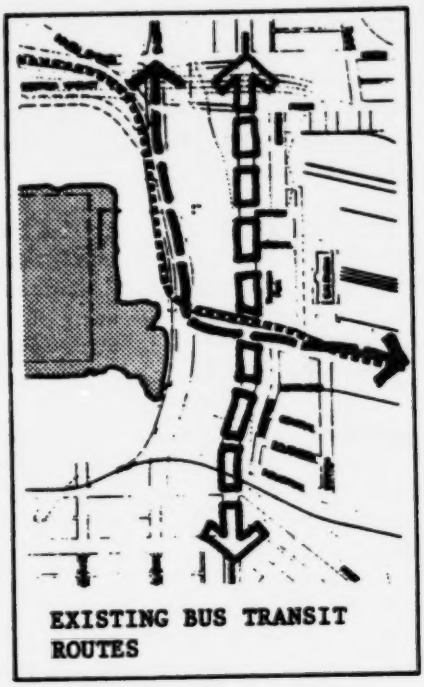
3.4 Transit

Issue:

How best can public transit needs be accommodated and the area's future development form and land uses support overall transportation objectives?

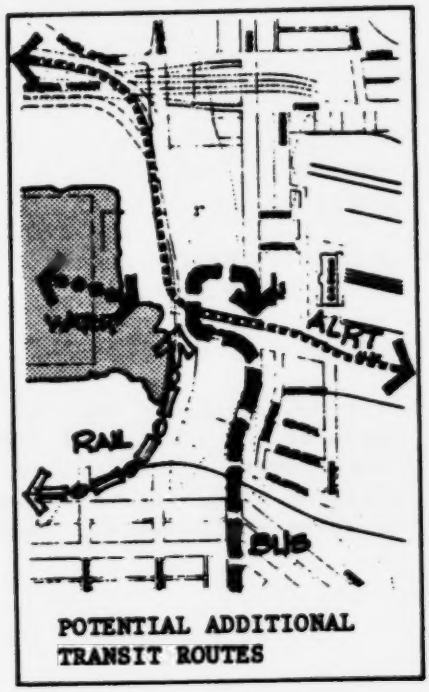
Discussion:

Several bus transit routes now serve the East False Creek area, mostly using Main Street as the major arterial through the area. To a lesser extent Terminal Avenue is also used by "Fastbuses" going between Vancouver, Burnaby and New Westminster. These "Fastbus" services will be replaced by the new A.L.R.T. system, expected to be operational by 1986. However, additional local transit services will likely result from the stadium and B.C. Place development to the west, and general Downtown growth in future. The Main and Terminal location will play a much more important role in the future as a major interchange point between the A.L.R.T., downtown and feeder bus systems. Other transit modes such as a water-based system within False Creek, and possibly a local rail system, may also tie into these interchange facilities.



EXISTING BUS TRANSIT ROUTES

There is an opportunity around the new Main Street A.L.R.T. station for certain land uses that will support transit objectives. These include high-density residential and some limited retail/service commercial uses serving transit system users. Adequate pedestrian weather protection and supportive land use activities for transit users should be included in the mixed-use development proposed for the station site. Special policies may also be required to give transit exclusive operating lanes on major streets, but the benefits of this would have to be weighed against increased vehicular delay. Around the Main and Terminal station location, improved local access will be required to ensure proper bus-A.L.R.T. interface, and to provide for buses "short-turning" around the station and returning to the suburbs.



POTENTIAL ADDITIONAL TRANSIT ROUTES

The existing rail right-of-way west of Quebec Street should be studied further as a potential future transit route around the Creek.

Policy:

Facilitate the use of public transit in the area through supportive land uses, operating flexibility and an efficient system integration between the different transit modes of water, rail and bus.

5.5 Pedestrian System

Issue:

Should a comprehensive pedestrian movement system be developed in East False Creek; if so, by what means and between what areas?

Discussion:

Pedestrian movement in East False Creek is related to three general subsystems, namely:

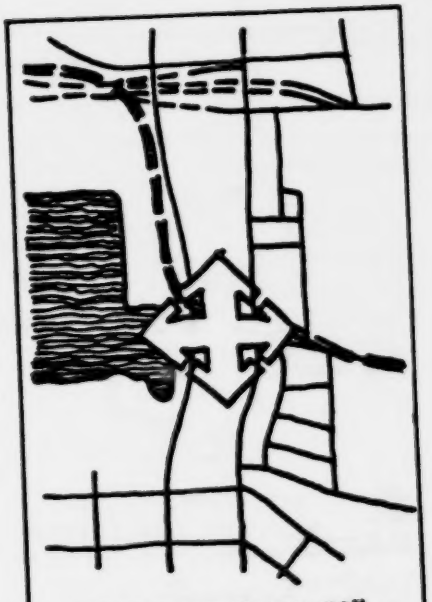
(i) Waterfront Walkway

As part of the B.C. Place/Expo '86 site improvements, a permanent seawall and waterfront walkway is expected to be completed by 1986 along the entire north side and eastern end of the Creek. On the south side of the Creek, between Cambie and Quebec Streets, continuing industrial uses could make the completion of this important link in the system more difficult. The waterfront walkway in this area will require special design features. For this industrial/recreational interface to satisfy public safety concerns, each use must be able to function independently from the other. People must be able to walk along the seawall without interfering with industrial operations - some of which can be extremely hazardous.

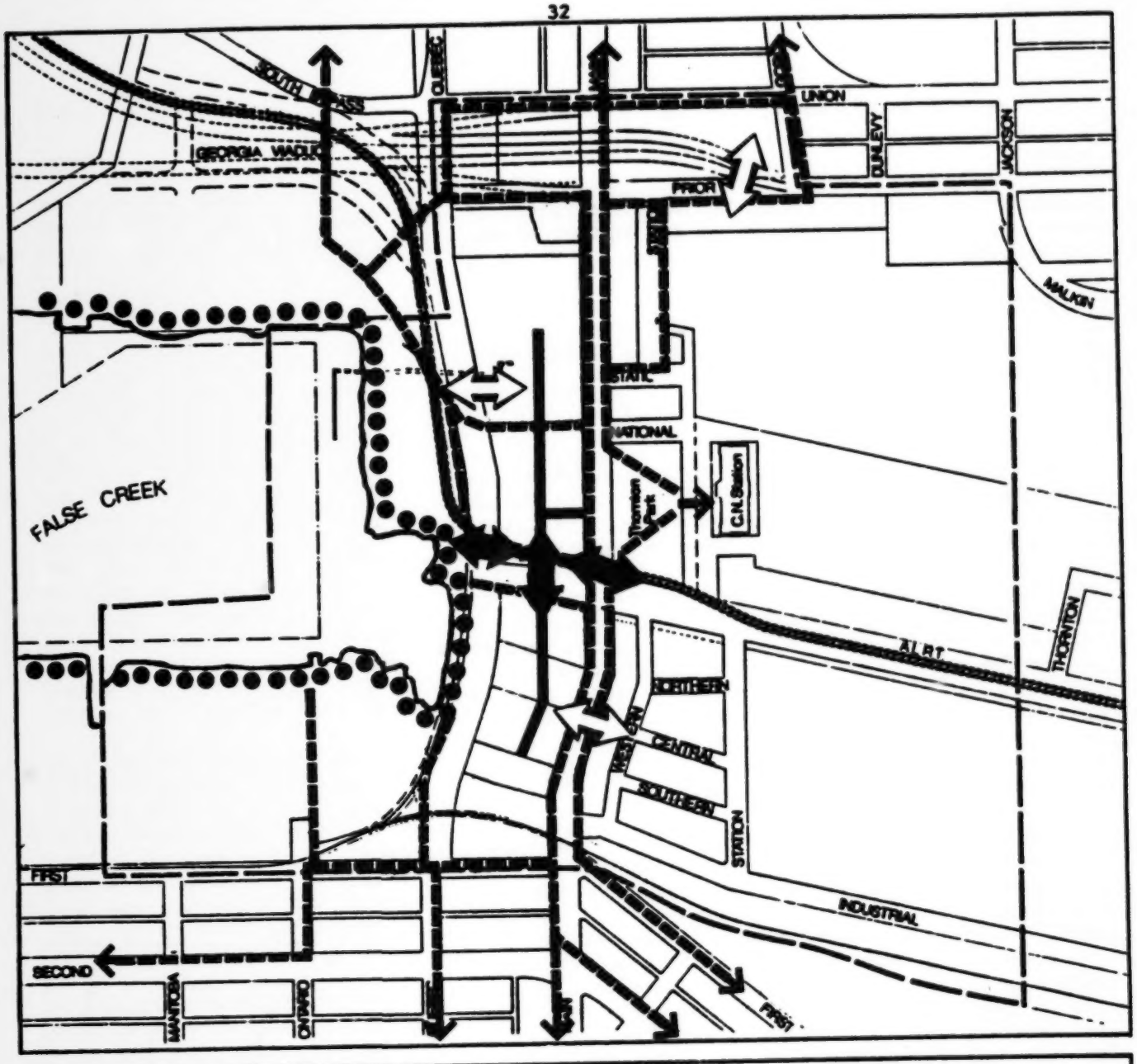
The two design options seem to be either an elevated walkway over top of industrial uses (vertical separation), or a grade-level walkway along the waterfront edge, fenced off from industrial operations behind (horizontal separation). For industries using the water area, recessed barge slips extending into these properties, with raisable pedestrian bridges at the walkway alignment, would be necessary for public safety purposes. The latter option seems more desirable in terms of convenient public access and reduced visual impact, but a combination of the two alternatives may be the most practical solution. The feasibility of establishing this section of the waterfront walkway system, perhaps as early as 1986, should be studied further.

(ii) Grade-Separated Connections

The elevated "plus-20" Main Street A.L.R.T. station includes a grade-separated pedestrian linkage between that potential development site and Thornton Park to the east. There is also a probable further pedestrian overpass west across Quebec Street to the city waterfront land. Consequently, there is an opportunity to further extend this "plus-20" pedestrian system to the other major adjacent development sites across Terminal Avenue to the south.



PEDESTRIAN "PLUS-20" OVERPASS SYSTEM



EAST FALSE CREEK AREA

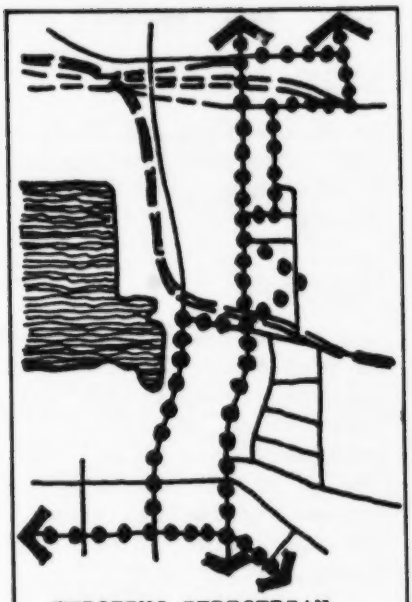
PEDESTRIAN SYSTEM (Short-Medium Term)

- WATERFRONT WALKWAYS
- INTERNAL PEDESTRIAN AREAS
- NEIGHBOURHOOD CONNECTIONS
- GRADE SEPARATED CONNECTIONS
- SHORT TERM
- LONG TERM (SUGGESTED)

PLANNING DEPARTMENT

Map No. 6

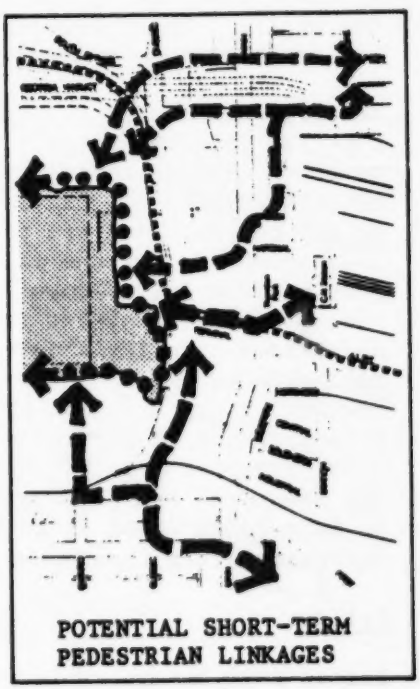
There are several advantages to such an elevated pedestrian linkage network being developed at this particular location. Because of the heavy traffic on Main, Quebec and Terminal, pedestrian crossings of these streets are difficult and hazardous. A grade-separated system would improve pedestrian linkages to the already elevated A.L.R.T. station. In spite of proposed development activity adjacent to it, this section of Main Street is unlikely to become an active pedestrian area in future. It is too separated from nearby pedestrian areas by the Lafarge Concrete plant, Thornton Park and the Georgia Viaduct. Therefore, pedestrian-oriented uses and activity should be mostly concentrated and focussed on the A.L.R.T. station location and its "plus-20" elevation. Development sites between Main and Quebec adjacent to the A.L.R.T. station should have an overall potential of development and pedestrian traffic sufficient to justify the expense of developing grade-separated connections. These sites are also sufficiently large to allow for a system of internally-oriented pedestrian amenity areas.



EXISTING PEDESTRIAN LINKAGES

(iii) Neighbourhood Linkages

By 1986, major pedestrian walkways will extend as far east as the Main and Terminal A.L.R.T. station. Beyond this, however, further linkages are more difficult to achieve because of major traffic and industrial use obstacles. Improved pedestrian connections between Strathcona, Mount Pleasant and East False Creek are an important planning objective. A significant residential population exists in Strathcona and Mt. Pleasant within a 6-8 block walk of the East False Creek waterfront. In future, there may be additional residential growth east of Main Street on some of the lands currently used for industrial purposes. The only existing park amenity for the area - Thornton Park - is now isolated within an industrial district. If a continuity of pedestrian pathways can be established linking these amenity areas to adjacent residential neighbourhoods, the usability of and public access to these areas will be greatly enhanced. Improvements for pedestrians should be a high priority to eliminate conflicts between motorists and pedestrians walking in roadways.



POTENTIAL SHORT-TERM PEDESTRIAN LINKAGES

Policy:

Develop a comprehensive pedestrian movement system which provides a safe, convenient, attractive and continuous network between significant amenity areas, the waterfront, and adjacent neighbourhoods.

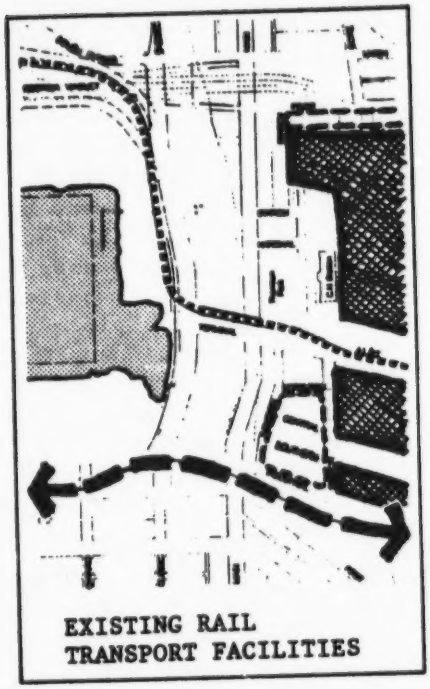
5.6 Rail Transport

Issue:

To what extent and for how long should existing local rail transport facilities be maintained, and how best should this urban land be rationalised and used in future?

Discussion:

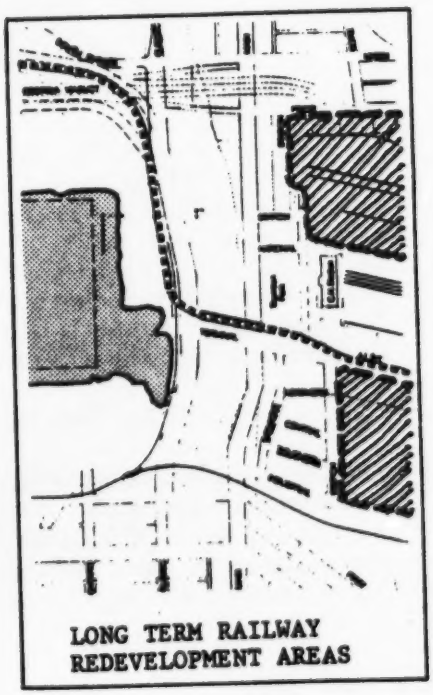
The extensive rail transport facilities concentrated in East False Creek historically have been the most important industrial land use determining its general function and character. These facilities are located generally east of Station Street, on lands owned by the BN and CN Railways. A spur rail line along First Avenue services existing heavy industries located on the south side of False Creek as well as industrial areas further west.



EXISTING RAIL TRANSPORT FACILITIES

Although by 1985 there will have been a complete elimination of all railyards on the north side of False Creek, a significant rail presence will be retained in East False Creek for some time to come. These goods movement facilities remain essential for port operations, local industries, and also are an important link in the overall regional rail system. Passenger rail services are now limited to the C.N. Station, operated by Via Rail as the only terminal for the region. These services are fairly restricted now, but may become more important in future.

Keeping rail facilities in the central area of the city has important benefits now in reducing the level of truck traffic through eastern residential neighbourhoods. Unless improved truck access routes to the central area are provided which bypass these neighbourhoods, or the majority of truck traffic destinations shifts outside of the central area, adequate rail transport facilities should be maintained. In the short-medium term, then, existing rail services will continue. In the longer term, however, there are indications that some relocation or consolidation of services is likely to occur. If other regional rail transport facilities outside of the core area are developed, then extensive land areas in East False Creek could become available for more intensive urban development in the longer term.



LONG TERM RAILWAY REDEVELOPMENT AREAS

Policy:

Retain rail transport facilities that are essential for port operations and local industries, but in the longer term support a general rationalisation of services and development of this land for more intensive urban uses, including industry.

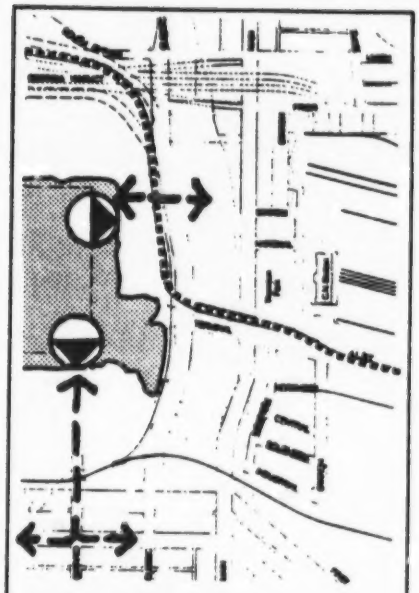
5.7 Water Transport (Industrial)

Issue:

To what extent should water transport facilities be maintained in the area and are these compatible with other public uses of the waterfront?

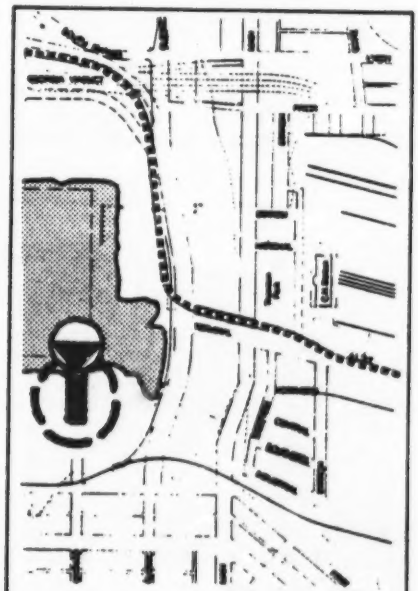
Discussion:

The water basin east of the Connaught Bridge is the principal location now for barge facilities in False Creek. These are essential for bulk materials shipments to and from some local industries. In the long term, the need for these may be reduced by relocation of some of these industries. However, in the short-medium term, various barge-dependent industries will remain. Except for the Lafarge barge facility at the north-eastern end, all others are located on the south shore of the Creek. The favoured height of the proposed Connaught Bridge replacement allows for the continuation of barge activities, thereby recognising long-term accommodation of barge transport in East False Creek.



EXISTING BARGE FACILITY LOCATIONS

The future compatibility of industrial barge facilities with increased public uses of the water area and waterfront is an important concern. If barge operations can be concentrated mainly on the south shore of the Creek, the northern portion of the water basin should be relatively isolated from barge traffic. Thus it would be suitable as a small boat recreational use area. The City has recently approved in principle the development of a new barge facility on City land adjacent to the foot of Ontario Street. This project will require extensive improvements to the shoreline edge to allow for barge facilities. An opportunity exists for this to act as a focus for new marine-oriented industry. In order to provide a safe interface between public and private uses of the waterfront, a major recessed barge slip here should be examined.

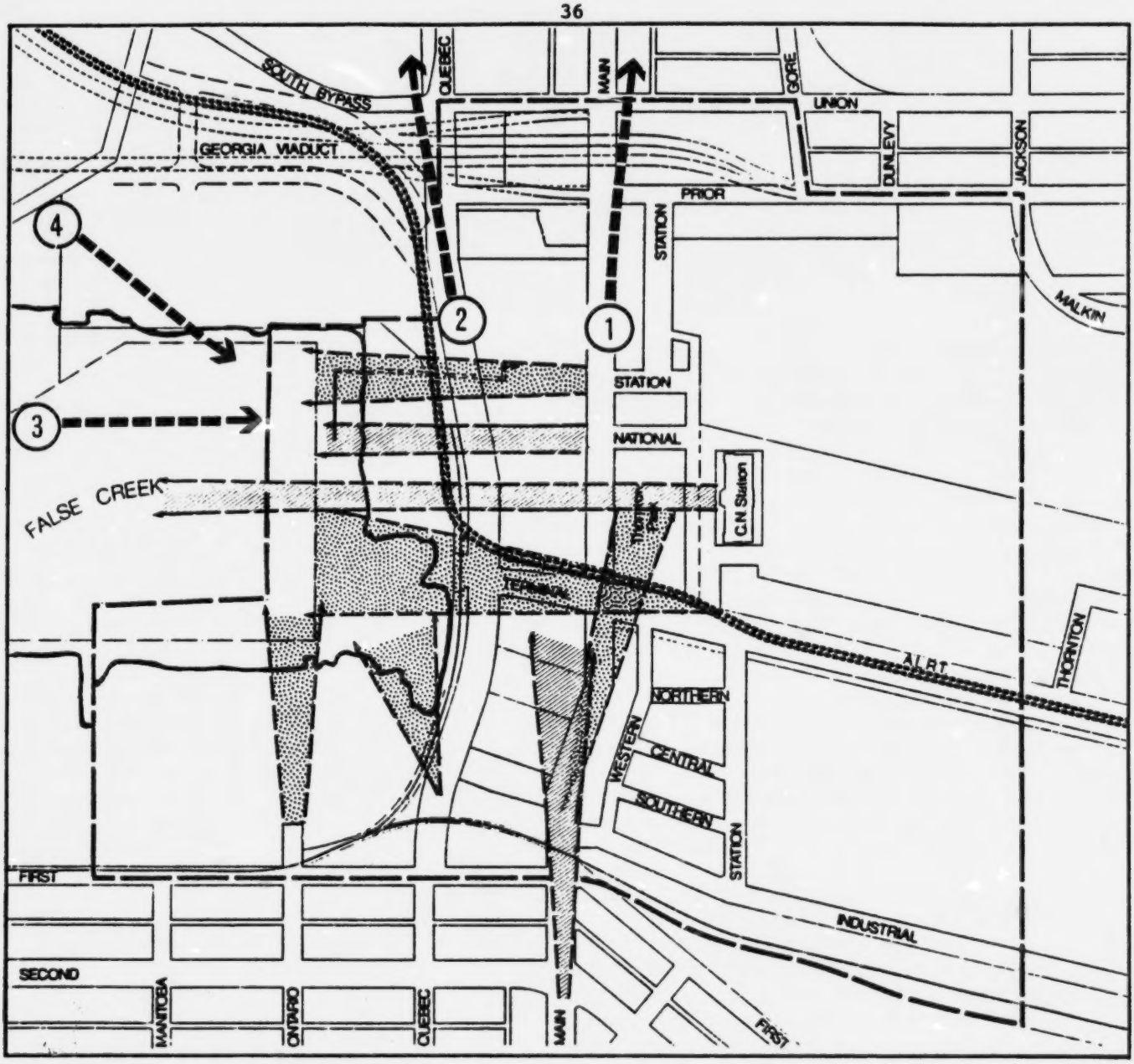


POTENTIAL BARGE FACILITY LOCATION

Barge traffic in the Creek, while of functional importance to some industries, also provides pedestrian interest and adds to the variety of marine activity. Provided this is compatible with other recreational uses, continuing barge traffic in the Creek can contribute positively to its general amenities.

Policy:

Maintain essential barge facilities that also add marine interest, but encourage their concentration in locations and configurations that allow for shared recreational water uses and public waterfront access.



EAST FALSE CREEK AREA

VIEWS (FROM PUBLIC AREAS)

UNOBSTRUCTED VIEW CORRIDORS

PARTIAL VIEW PROTECTION AREAS

1 DISTANT VIEWS OF NATURAL FEATURES

1. GROUSE MOUNTAIN
2. THE LIONS
3. BURNABY MOUNTAIN
4. MOUNT BAKER

CITY OF VANCOUVER
PLANNING DEPARTMENT

SCALE OF METRES

Map No. 7

6.0 PLANNING POLICIES: ENVIRONMENT

6.1 Views

Issue:

How best should existing and potential public views at street ends and along the False Creek waterfront be protected or enhanced in future?

Discussion:

The preservation of important views is a major public concern, particularly for those areas beside the False Creek bridges and the major approach routes to the Downtown. Since East False Creek has several major streets including the elevated A.L.R.T. guideway running through it, view preservation is one of the most important urban design issues.

Major views exist along Terminal Avenue and Main Street, towards the waterfront and North Shore mountains respectively. Panoramic waterfront views are created by the present lack of any development west of Quebec Street. Waterfront development within designated view corridors should be restricted to maintain these views. The A.L.R.T. guideway on Terminal Avenue is elevated 20 feet above the roadway and thus will enhance the major view opportunity for train passengers of the False Creek water area. Because of the kinked alignment of Terminal west of Main Street, a development setback on the north side of Terminal would maintain a clear street end view corridor. On the south side of Terminal, a similar development setback could further open up this view corridor. Main Street views of the North Shore mountains could be protected by appropriate building height restrictions along the western side of Main Street.

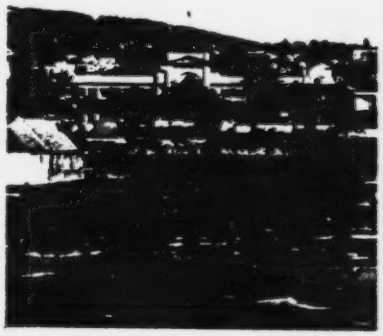
In the future, additional view opportunities may be created by the extension of new local streets through to the waterfront. Major development planned around the A.L.R.T. station and on other sites in the Main/Quebec Corridor should also allow for some public views through these to and from the waterfront. The only significant landmark of the area - the C.N. Station - should continue to be visible to some extent from distant False Creek vantage points to the west.

Policy:

Protect and enhance important public views of False Creek, the North Shore mountains, the downtown, and significant landmark features from the major arterial streets of Main, Terminal and Quebec, future street alignments, and distant vantage points.

NORTH SHORE MOUNTAINS (From 2nd & Main St.)

TERMINAL AVENUE STREET-END (Looking West)



C.N. STATION VIEW FROM CAMBIE BRIDGE

6.2 Water/Shoreline

Issue:

How best can the treatment of the water area and shoreline edge facilitate improved public access to the water's edge and recreational uses of the water area?

Discussion:

(i) Water Area Extent

Present False Creek policy is to limit further filling of the Creek, unless an equivalent amount of land area is excavated for water (i.e. balanced cut and fill). The existing small bay south of Terminal provides a close water view for traffic and pedestrians on Quebec Street, as well as for potential development sites east of Quebec. If this area were to be filled, major sewer relocation costs would be involved. The land edge north of Terminal should be maintained to its present extent although minor shoreline changes to its configuration could be done to add interest and variety.

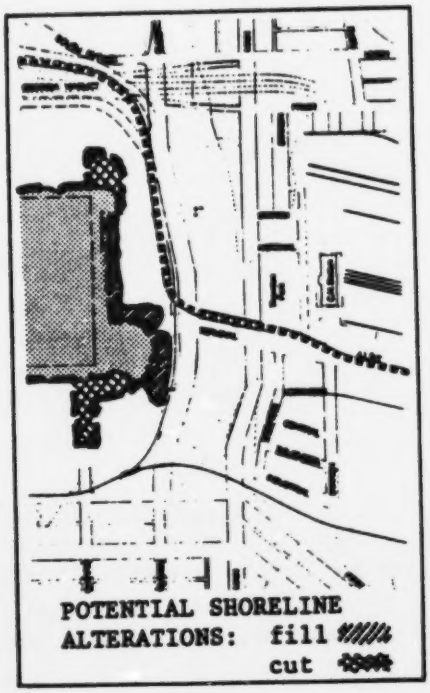
EXISTING SHORELINE
VIEW LOOKING NORTH

(ii) Water Quality Improvements

The poor water quality at the east end of the Creek results from three conditions - the poor tidal flow in and out of the basin, pollutants from the Terminal Avenue sewer outfall, and contamination from accumulated sediments containing toxic materials. In the short term, dredging out these toxic deposits should substantially reduce noxious odour problems and improve water quality. In the longer term, the elimination of the sewer outfall should be a high priority.

(iii) Shoreline Treatment

The shoreline edge should be permanently stabilized and given an attractive and varied treatment that facilitates a safe public interface with the water's edge. Because of the poor water quality, a type of shoreline edge that minimizes accummulation of noxious odour causing deposits is preferable (e.g. vertical seawall). Other marine features to add interest and variety could include projecting piers, recessed boat and barge ships, marine boardwalk structures, etc.



POTENTIAL SHORELINE
ALTERATIONS: fill
cut

Policy:

Develop a program for water quality improvements and shoreline treatment that maximizes the potential opportunities for public recreational water uses and access to adjacent waterfront land.

6.3 Urban Form

Issue:

How best can the physical form of the area - buildings and spaces - assist in improving its attractiveness as a living, working and recreational environment?

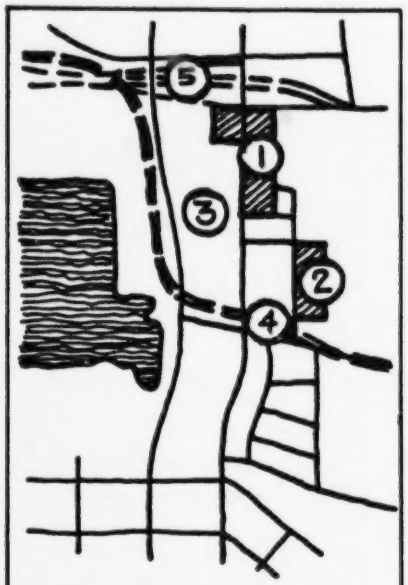
Discussion

Great cities of the world have exploited either their unique natural setting or created built forms and spaces which enhance the special sense of place and identity of their important public places and amenity areas. In this respect, East False Creek shares a potential similarity to areas within such cities as Venice and Baltimore which have successfully developed major urban activity places focussed on the waterfront at the head of inner-city water areas. The improved access to the area created by the new A.L.R.T. system, together with the area's natural amenities and built heritage features close to the waterfront, create the potential for an exciting and distinctive urban development precinct at the eastern end of the Creek.

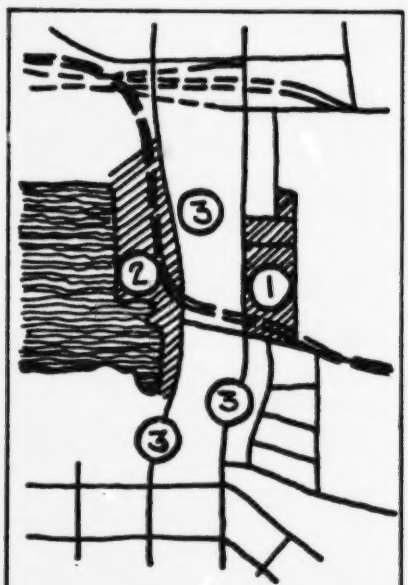
Existing significant structures in the area are: (i) a few older smaller scale buildings on Main Street, (ii) the C.N. Station opposite Thornton Park, (iii) the Lafarge Concrete mixing tower structure between Main and Quebec Streets, (iv) the A.L.R.T. elevated guideway along Terminal Avenue, and (v) the Georgia Viaduct north of Prior Street.

With regard to urban open spaces, the area is characterized by several important features: (i) the central open space focus and formal symmetry of Thornton Park, (ii) the general openness and narrow elongated shape of the waterfront land west of Quebec Street, and (iii) the visual discontinuity and "kinked" alignments of Quebec and Main Street.

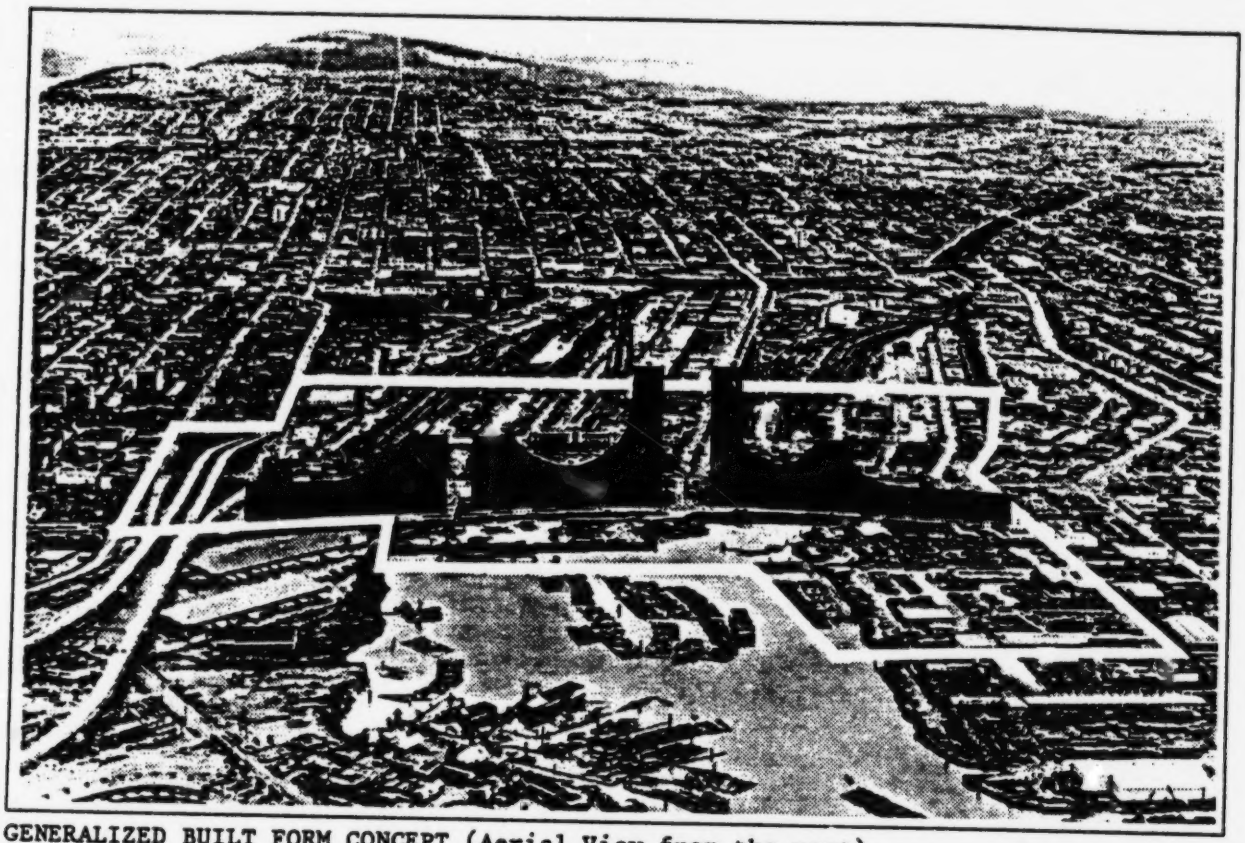
Although the area has some features as noted above that are obviously worth retaining - such as the C.N. Station and Thornton Park - the present relatively undeveloped nature of the area is such that over the long term a substantial change in built form and image will occur. The objective is to accommodate both the older low-rise scale and new large-scale development by a compatible transition from the older to the new development areas focussed around the Main and Terminal intersection.



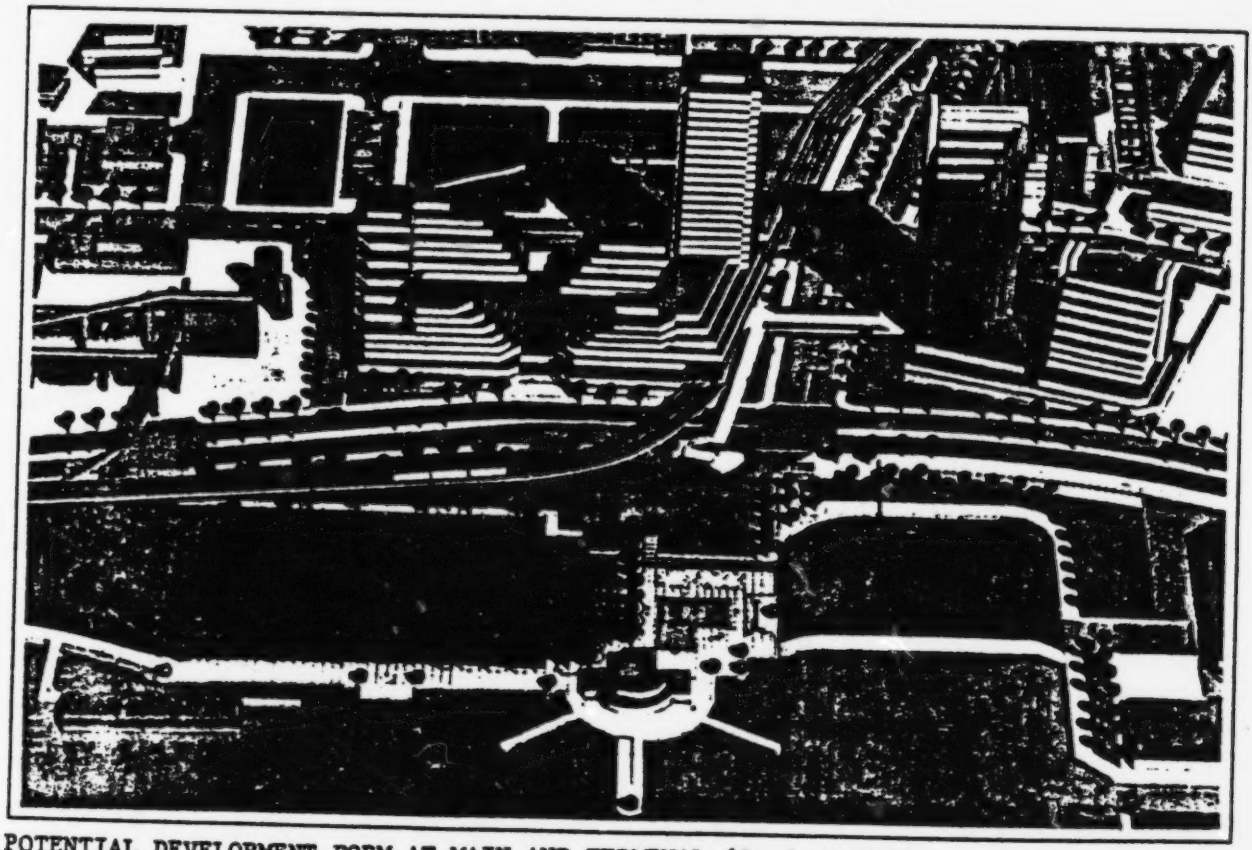
EXISTING SIGNIFICANT BUILT FORM



EXISTING SPATIAL FORM CHARACTERISTICS



GENERALIZED BUILT FORM CONCEPT (Aerial View from the west)



POTENTIAL DEVELOPMENT FORM AT MAIN AND TERMINAL (Study Model)

The major urban form objectives for the area can be grouped under four general categories, as follows:

(i) Image and Identity

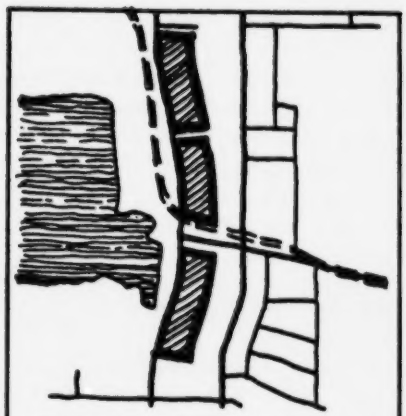
An opportunity exists for a distinctive image and identity to be developed which would enhance the special physical, locational and functional characteristics differentiating the East False Creek area from adjacent areas (e.g. B.C. Place) The potential role of this district as an entry to the downtown from the south and east should be recognized in the structuring of both open space and future building form.

- o Reinforce the character and role of Main Street as the principal activity focus, and both Main and Terminal as the major arterial approach routes for the area.

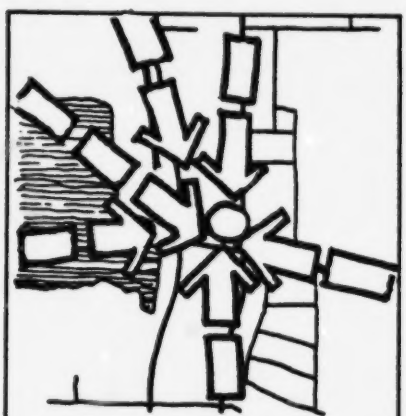
- o Enhance the established formal character and sense of symmetry of the C.N. Station and Thornton Park by arranging new development sympathetically around it.

- o Contain and complement the perceived openness of the False Creek basin by a continuous edge of built form along Quebec Street providing a physical backdrop to the open water and waterfront parks system.

- o Create a strong visual reference point for the area by a prominance of higher, tower-type buildings accentuating the Main and Terminal development node, comparable to the proposed scale of nearby development on the north side of the Creek.



QUEBEC STREET BUILT FORM EDGE



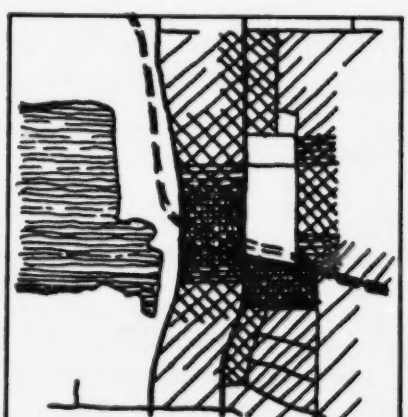
MAIN AND TERMINAL REFERENCE POINT

(ii) Neighbourliness

New built form should respect some of the older scale and character of the area, where attractive features exist on Main Street and around Thornton Park. A suitable transition should occur between these areas of older built form and new, high-density development around the Main and Terminal A.L.R.T. station.

- o Provide a transition from the smaller-scaled existing development precinct centered on the 900 block Main to larger-scaled and higher buildings concentrated around the Main and Terminal A.L.R.T. station focus.

- o Encourage a continuity of building form along the Main Street and around the Thornton Park frontages, by similar facade treatment and massing.



BUILDING HEIGHT & DENSITY TRANSITION

(iii) Open Space Linkages

A system of interconnecting open spaces could be developed which would provide appropriate pedestrian linkages between existing and future amenity areas, contrasting spatial character and experiences, and a visual relief to adjacent built form. In the short term, open space potential primarily exists on the waterfront. In the longer term, opportunities may arise for open space connections between Thornton Park, the waterfront open space system, and Strathcona.

- o Differentiate Thornton Park as a passive, inwardly-oriented formal space with the False Creek waterfront park as an active, outwardly-oriented informal open space.
- o Link Thornton Park to the waterfront by existing and future street connections of Terminal Avenue and Station Street.
- o Encourage a continuity of built form around Thornton Park to accentuate its character as an enclosed "urban square".
- o Extend the City grid system towards the waterfront to provide a clearly defined street network providing public access.

THORNTON PARK/ WATERFRONT LINKAGES

(iv) Livability and Amenity

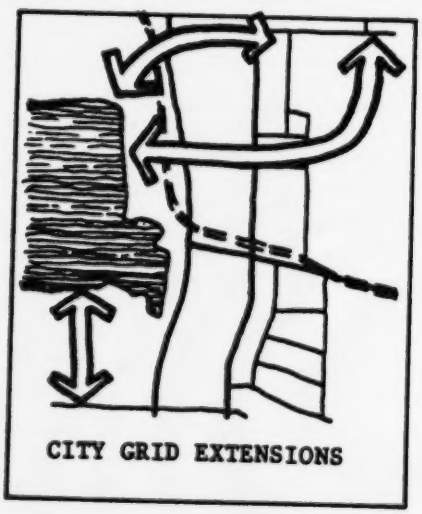
There are (or there is the potential of) spectacular views of the Creek and North Shore mountains. Noise impacts from traffic and industrial operations need to be buffered by appropriate physical form.

- o Maximize view opportunities by higher buildings where appropriate and suitable building orientation that still allows adequate sun penetration to living areas.
- o Provide a continuity of building form at lower levels along major traffic streets and next to incompatible industries to form an effective noise buffer.

THORNTON PARK URBAN SQUARE

<u>Policy:</u>

Enhance the area's distinctive character and image, by providing a visual reference point and sense of enclosure for the eastern False Creek basin, but create a compatible transition in built form between older and new development areas.



CITY GRID EXTENSIONS

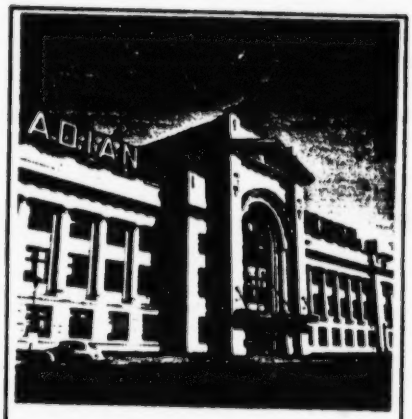
6.4 Heritage Elements

Issue:

Should certain existing heritage elements that contribute to the unique image and identity of the area be protected, and how best might this be done?

Discussion:

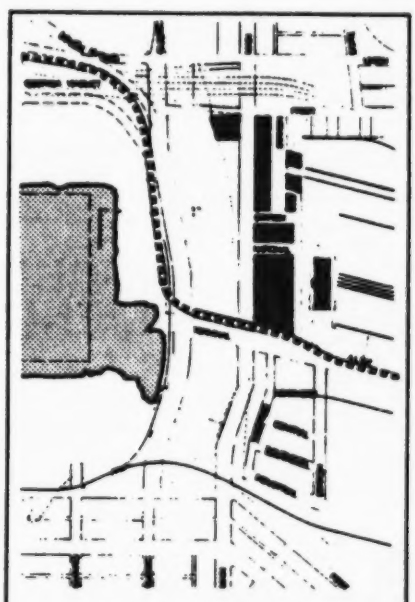
Heritage features contributing to the unique quality of the area are few in number, but important in their overall impact. They include the C.N. Station and associated Thornton Park, and some older buildings mostly in the 900 block Main Street. Only the C.N. Station and Thornton Park are protected now by either special heritage designation or park status.



THE C.N. STATION

These features should be protected for several reasons. Some are an example of an historic development form or style unique in the city - such as the classical C.N. Station building and formal railway park adjoining it. The area's role as a railway terminus has been central to its past development, and some aspects of this should be retained in future. In the case of the older buildings on Main Street, these help to provide a sense of continuity and a link to the older character of Chinatown to the north. New infill development should complement and relate to the general scale and details of these significant older buildings. Further to the south, around the Main and Terminal location, new higher-density development form and grade-separated circulation patterns may be very different from these existing street-oriented, grade-level older buildings. However, because of the distance separation between these areas, a suitable transition in scale and street character should be possible to achieve.

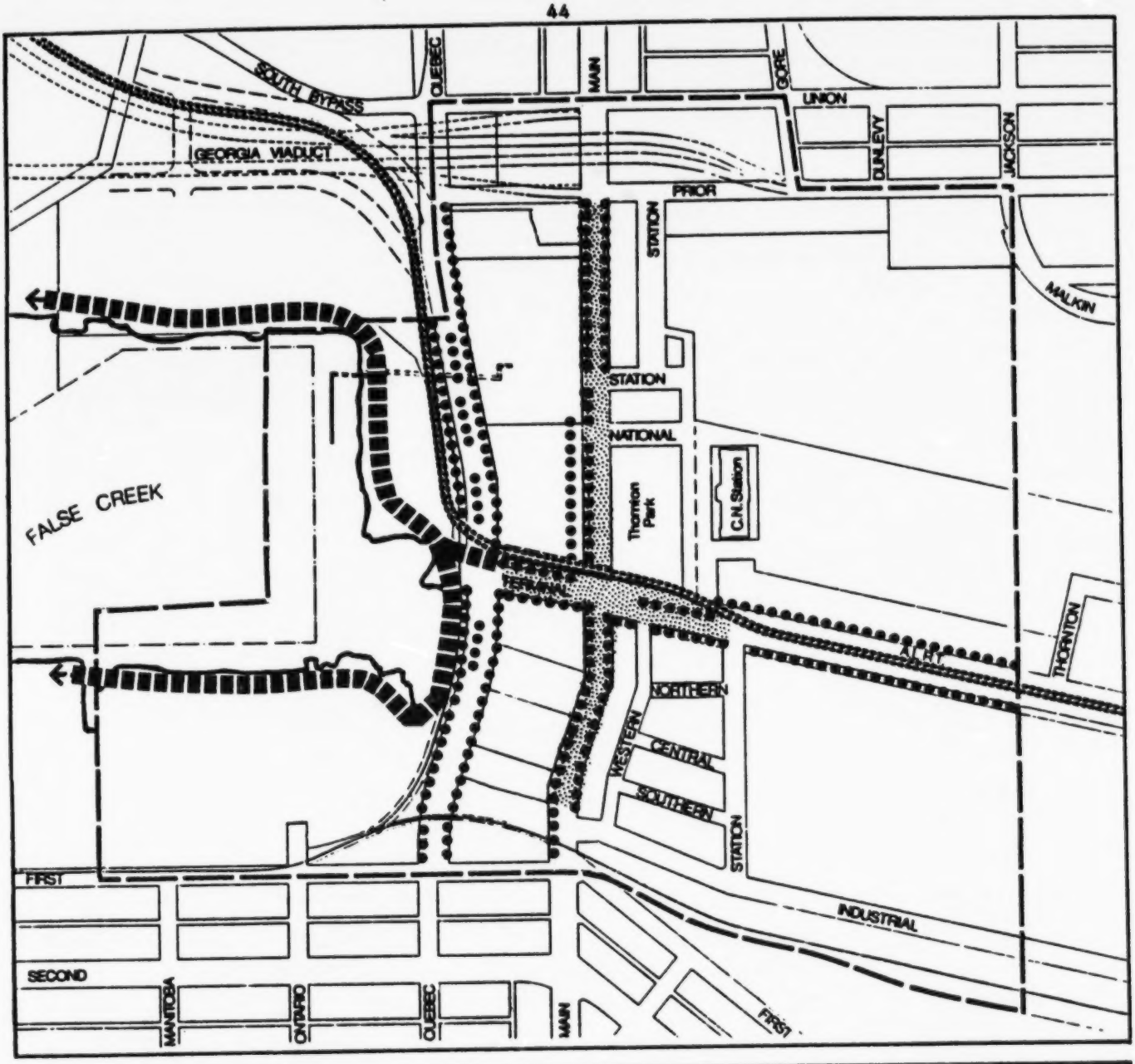
Measures that could be taken to protect these heritage features include restrictive building designations where appropriate, flexible zoning and planning guidelines to apply to older buildings, architectural guidelines to ensure that new development complements and enhances the heritage character of the area, and general policies to retain compatible railway facilities and services in the area.



AREAS HAVING SOME HERITAGE POTENTIAL

Policy:

Preserve significant heritage features related to the early railway use of the area such as Thornton Park and the C.N. Station and encourage the retention of older buildings on Main Street that contribute to the area's special character.



EAST FALSE CREEK AREA

ENVIRONMENTAL AMENITY

●●●●● STREET-TREE PLANTING PRIORITY AREAS

SPECIAL PEDESTRIAN TREATMENT AREAS

■■■■■ WATERFRONT WALKWAY

CITY OF VANCOUVER
PLANNING DEPARTMENT

Map No. 8

6.5 Environmental Amenity

Issue:

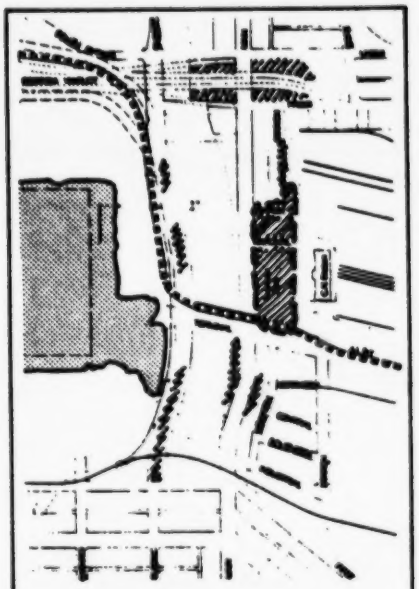
To what extent and how best should physical improvements be made to public areas in order to improve the overall image and environmental amenity of the area?

Discussion:

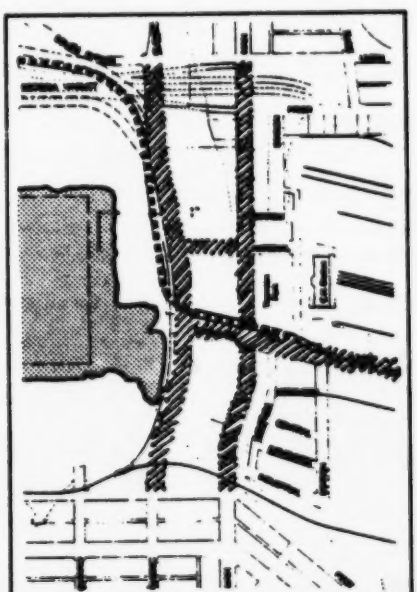
As an industrial area, few special improvements have been made to public sidewalks, boulevards, or park areas in East False Creek. Apart from Thornton Park, the only other significant landscaping is adjacent to the Georgia Viaduct. Recently some limited tree-planting has occurred on the center median of Quebec Street, north of First Avenue. Landscaping underneath the A.L.R.T. guideway on Terminal Avenue is proposed. On the south side of Terminal, existing building set-back lines allow for possible extensive landscaping in future. Preliminary plans for the A.L.R.T. Main Street station site indicate special design treatment for street areas adjacent to this activity focus.

There is a need for a general upgrading of the area's image and the appearance of its public areas. The compatibility of some industrial uses with new mixed uses could be improved by extensive landscaping or screening along their street edges. The central amenity focus of Thornton Park could be emphasized by complementary heavy tree-planting and landscaping along the street frontages of nearby development sites. Initial tree-planting started on Quebec Street should be extended to other major streets and pedestrian routes. Special pedestrian-oriented street furniture and lighting could also accentuate important activity and urban amenity areas such as the Main Street commercial strip from Prior to Industrial Avenue.

Expo '86, and later, B.C. Place, will be developing to the west of the area, a high quality of environmental amenity. The east False Creek area will need a similar level of quality treatment in order for it to be successfully integrated and identified with the overall urban redevelopment of the False Creek basin.



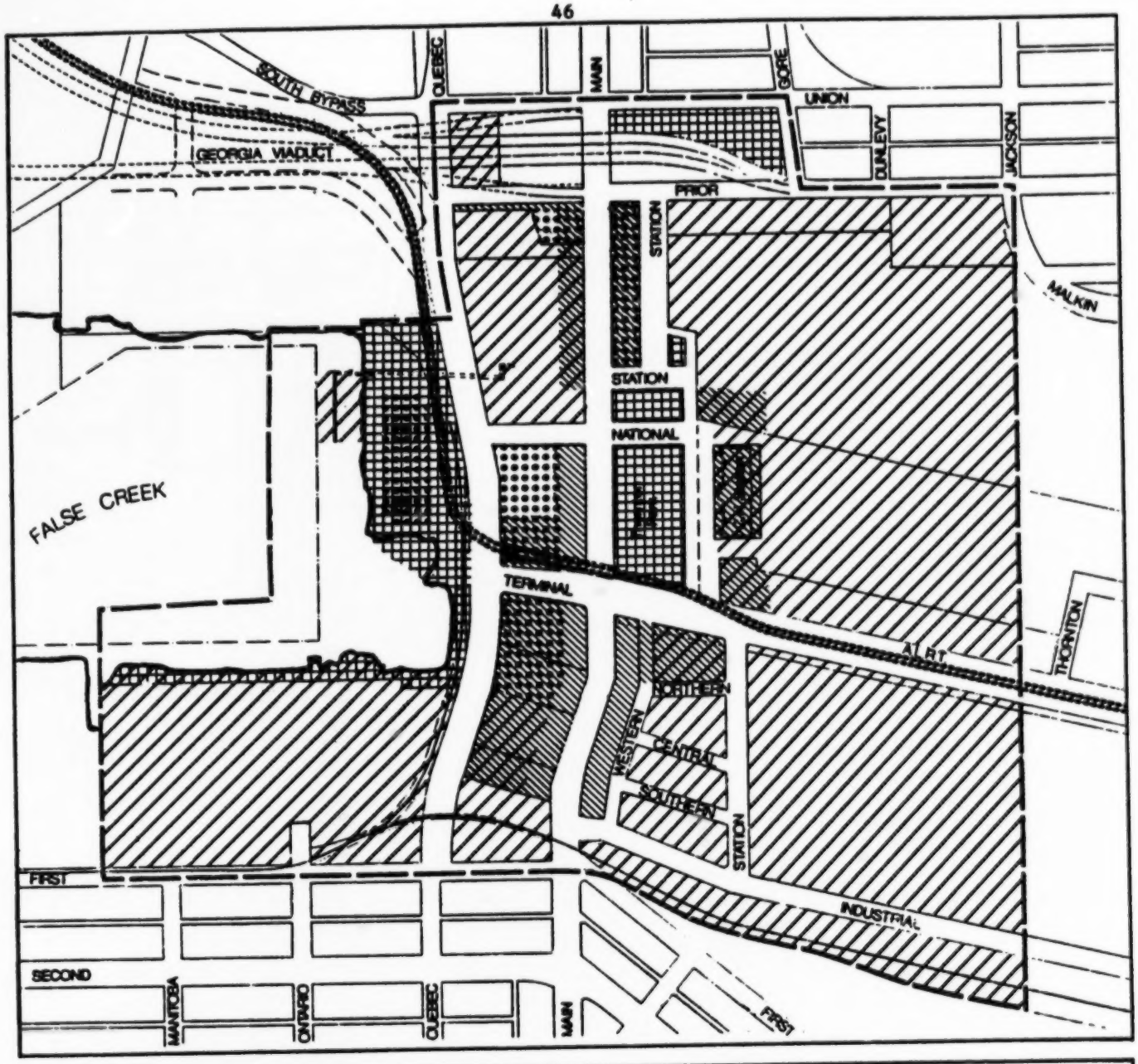
EXISTING AREAS OF SIGNIFICANT LANDSCAPING



POTENTIAL AREAS OF STREET-TREE PLANTING

Policy:

Enhance the appearance of important pedestrian routes, public places and major vehicular streets, particularly Main, Terminal and Quebec Streets, by means of appropriate streetscape improvements, tree planting and landscaping.



EAST FALSE CREEK AREA

SHORT TERM COMPOSITE LAND USE SUITABILITY (1-10 YEARS)

INDUSTRIAL

COMMERCIAL

RESIDENTIAL

PARKS/RECREATION

CITY OF VANCOUVER
PLANNING DEPARTMENT

SCALE OF METRES

Map No. 9

7.0 CONCLUSIONS/DEVELOPMENT CONCEPT

7.1 Composite Land Use Suitabilities

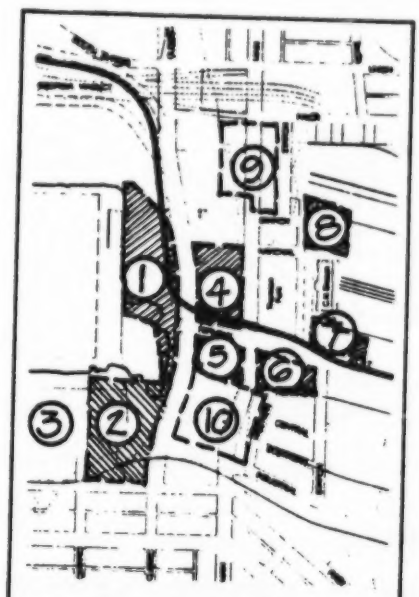
The preceding sections of this report have examined a number of important issues related to land use, movement and the environment. Policies have been developed for various individual sections within these broader planning catagories. While land uses have been discussed individually, there is a need to look at the question of suitable land uses in a composite manner, and to discuss the reasons behind certain trade-offs where more than one use could be feasible for certain locations.

(i) Short Term (1 - 10 Years)

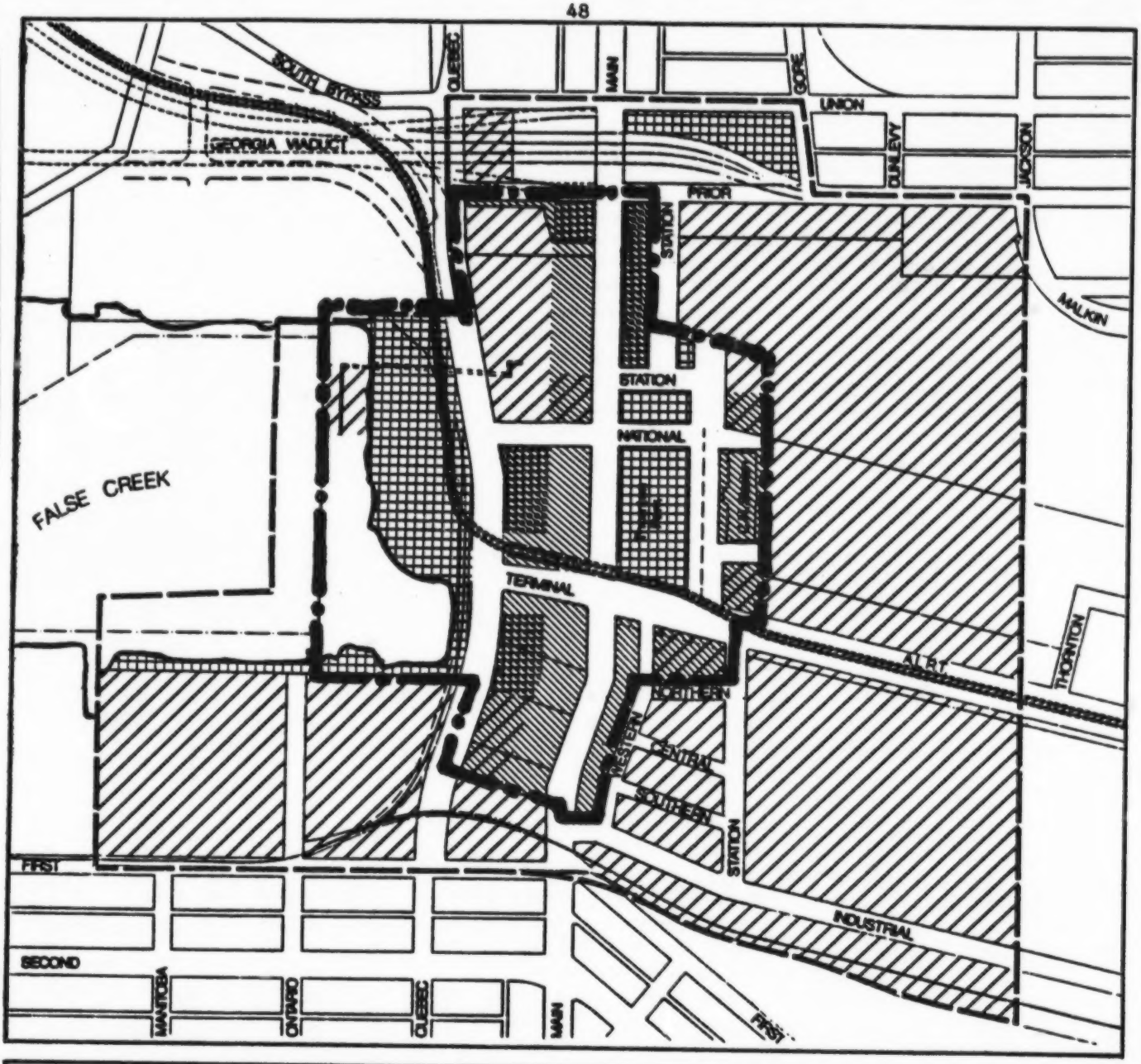
On Map No. 10 opposite, the following land use suitabilities are illustrated:

Industrial:

In the short term, major existing industrial use areas would be maintained. The exceptions to this would be the removal of exclusive industrial use of the eastern section of the False Creek waterfront, certain sites located opposite Thornton Park, and a few smaller sites on Main Street. Following Expo '86, the waterfront land west of Quebec Street--except for continued use of a portion of the waterlot for required barge access--should be developed for non-industrial public-oriented uses. On the south shore of the Creek, medium term industrial redevelopment should include provision for public access and a continuous waterfront walkway that is compatible with industrial operations. Bordering Thornton Park, sites 6, 7 and 8 could be developed for mixed office commercial/industrial use, with a compatible industrial component incorporated at lower levels. Redevelopment of these properties with larger-scaled higher quality buildings will assist in achieving urban design objectives for the area around the park. The Main Street frontage of the Lafarge site should be encouraged to be infilled with new commercial development to improve the commercial continuity and pedestrian interest of this section of the area, adjacent to the ALRT station.



SHORT TERM POTENTIAL DEVELOPMENT AREAS



EAST FALSE CREEK AREA

SHORT TERM OPTIMUM LAND USE (1-10 YEARS)

CITY OF VANCOUVER
PLANNING DEPARTMENT

SCALE OF METRES

- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL
- PARKS/RECREATIONAL
- MIXED-USE PRECINCT
- STUDY AREA BOUNDARY

Map No. 10

Commercial:

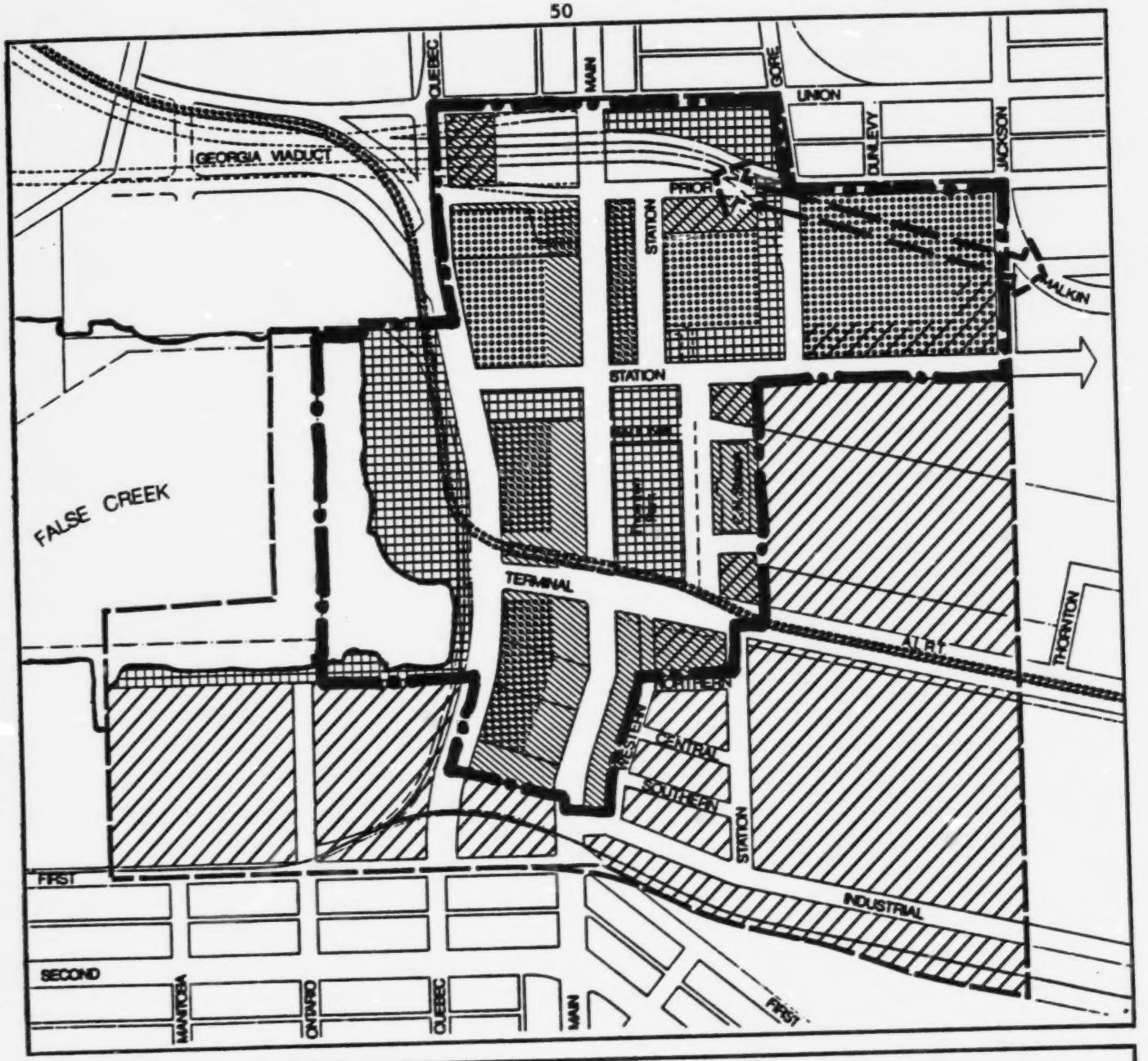
Commercial (office, retail and service) suitability is primarily focussed on a 3 block long strip of existing commercial use sites fronting on Main Street, approximatly one block from the ALRT station. Three sites bordering Thornton Park (6, 7 and 8) are also indicated for commercial office use. New retail development would be mostly concentrated at the Main and Terminal ALRT Station location. Service commercial uses would continue to be located south of Terminal.

Residential:

Four areas are indicated for possible residential use (Development Areas 1, 4, 5 and 9). The first three are all waterfront-oriented sites, with good views and amenity potential. The fourth area (area 9) has at present a concentration of residential-hotels catering to low-middle income residents and transients. Further infill development providing similar accommodation would strengthen and maintain this existing community. Areas 4, 5 and 9 will require special noise attenuation construction and design measures to achieve an acceptable standard of residential livability. While Area 1 is suitable for residential use, it is better suited for parks/recreational use (see below). This would restrict residential development to sites 4 and 5, immediately north and south of Terminal.

Parks/Recreational:

Two major areas are suitable for parks/ recreational use: one, the existing Thornton Park areas; the other, the eastern end of the False Creek waterfront (west of Quebec Street). For reasons related to the urban design/physical context of the eastern end of the Creek, public access and adjacent neighbourhood parks needs, this area of waterfront land should mostly be developed for park. As its area (5 acres) is fairly limited, a major public park facility in this location would likely require the entire site and would not allow for a substantial portion to be used for other uses such as residential. This "East End" waterfront park would be linked to other False Creek recreational areas to the west by means of continuous walkway connections around the north and south sides of the Creek.



EAST FALSE CREEK AREA

MEDIUM TERM OPTIMUM LAND USE (10-25 YEARS)

INDUSTRIAL

COMMERCIAL

RESIDENTIAL

PARKS/RECREATIONAL

MIXED-USE PRECINCT

STUDY AREA BOUNDARY

POTENTIAL MALKIN BYPASS CONNECTION (Requires Further Study)

CITY OF VANCOUVER
PLANNING DEPARTMENT

Map No. 11

(ii) **Medium Term (10 - 25 Years)**

Map No. 11 (opposite) illustrates an optimum land use concept for the medium term period. Two basic assumptions are that sometime during this period both Lafarge Concrete and the B.N. Railway will relocate some or all of their industrial and transportation operations. Both relocations would allow for a significant expansion of residential use in the East False Creek area, and would facilitate improved linkages to the adjacent Strathcona neighbourhood.

Major changes to various land uses would be:

Industrial:

Industries would be concentrated on the south side of the Creek, and generally east of Station Street, south of a new east-west extension of Station Street.

Commercial:

Gradual intensification of commercial development would occur, with minor extensions of commercial use areas along sections of Prior and Quebec Streets.

Residential:

Major new residential development would be encouraged between Main and Quebec, and between Station and Jackson Streets north of the future east-west extension of Station Street. Limited residential development would also occur south of Terminal, between Main and Quebec.

Parks/Recreational:

Additional open space/linkages connecting Thornton Park to the waterfront, and Strathcona to Thornton Park, would be possible. The former, by a narrow park area just north of the Main and Terminal ALRT station site, between Main and Quebec; the latter, by a linear walkway system incorporated in new residential development areas east of Station Street.

7.2 Development Possibilities

(i) Medium Term (10 - 25 Years)

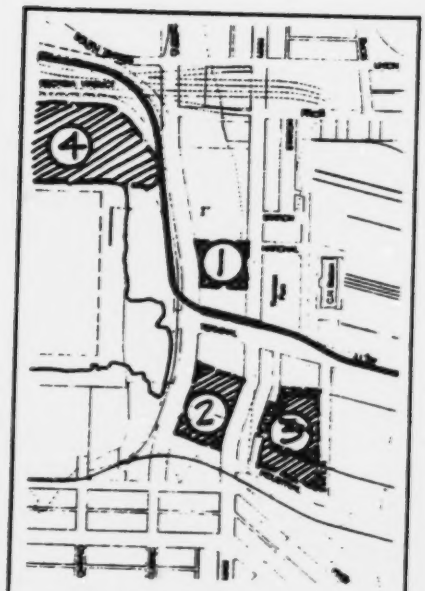
Various redevelopment scenarios are possible in the medium term future, depending to some extent on potential industrial relocations that may occur. However, assuming no major industrial relocations occur, major potential development areas are:

1. Intensification of mixed-use development on the Main and Terminal A.L.R.T. station site (residential, recreational and commercial uses).

2. Further mixed-use development (commercial/ residential) of sites between Main and Quebec south of Terminal Avenue.

3. Mixed industrial/parking redevelopment of the City properties between Terminal and Industrial, Main to Station Street.

4. Development of the B.C. Place eastern residential neighbourhood east of the Stadium, south of the Georgia Viaduct. (approximately 1500 residential units).



MEDIUM TERM MAJOR DEVELOPMENT AREAS

(ii) Long Term (25 + Years)

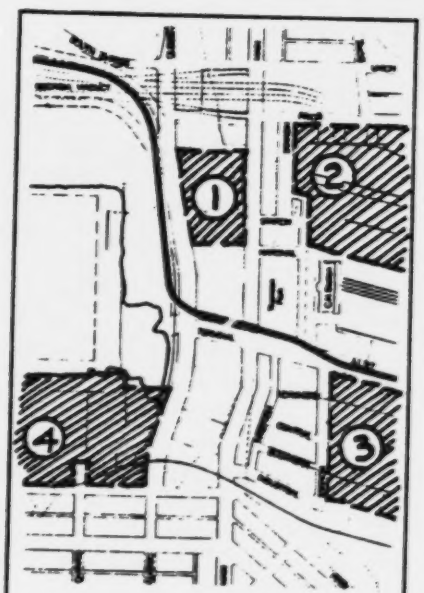
Assuming major industrial relocations occur, several large development areas may be available for mixed-use or more intensive industrial development. These are:

1. Lafarge site (5.2 acres) redevelopment for mixed-uses emphasizing residential (750 units), but including commercial uses on Main Street, or compatible light industrial.

2. Redevelopment of portions of the BN railyards for mixed industrial/residential uses, particularly on sites adjacent to Strathcona, east of Station Street (1000 housing units).

3. Redevelopment of a portion of the CN railyards between Terminal and Industrial Avenue, east of Station Street, for more intensive, high employment-generating industrial uses.

4. Sauder/W3/Alco properties as potential south shore False Creek relocation site(s) for water-dependent or marine-related industrial/transportation uses serving the central area of the City.



LONG TERM POTENTIAL MAJOR DEVELOPMENT AREAS

8.0 TIMING/IMPLEMENTATION

8.1 Development Timing

The redevelopment of the East False Creek area is likely to be affected by the following major factors:

(i) B.C. Place/Expo '86 Phasing:

Site preparation work for the Expo site will get underway in 1983. B.C. Place development of the eastern neighbourhood adjacent to the study area will not likely occur, however, until the period between 1992-2000.

(ii) Property Consolidation/Acquisition:

Some properties could become available for redevelopment at earlier dates than anticipated, if ownership changes or joint development agreements are negotiated.

(iii) Lease Availabilities:

The City-owned properties in the area have variable lease expiry dates, the earliest of which is 1984, and the latest is 2013.

(iv) Market Conditions:

The economic feasibility of developing new uses in the area - particularly housing and offices - will be influenced by the general market conditions and competition from other areas prevailing at particular times in the future (e.g. B.C. Place, downtown).

(v) Railway Relocations:

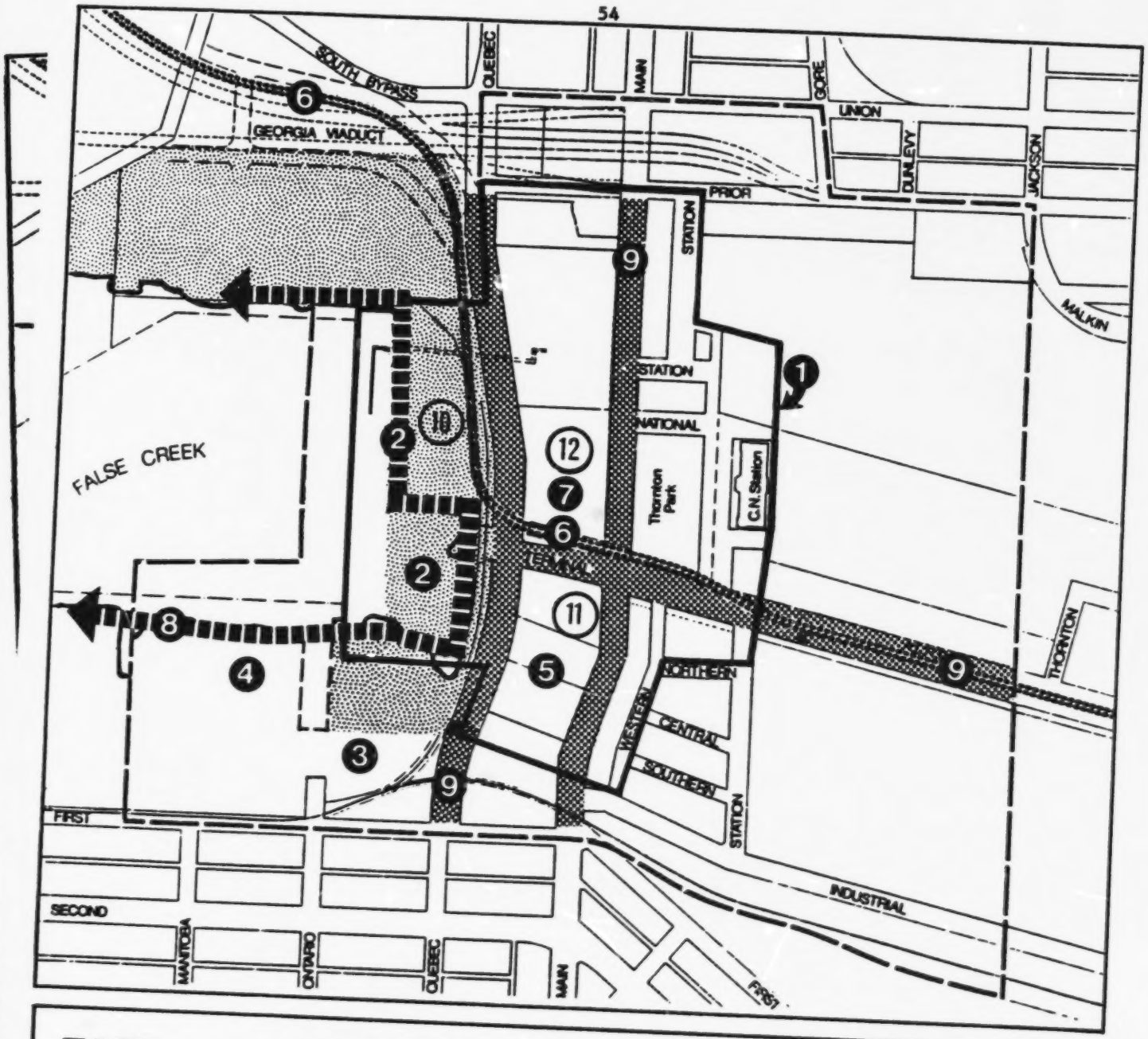
In the past, major rail relocations such as occurred on the north side of False Creek in 1979, have opened up unexpected opportunities for comprehensive redevelopment.

(vi) City Policies/Projects:

In future, other major city improvement projects and policies (e.g. capital servicing costs) may affect the viability of development opportunities.

(vii) A.L.R.T. Timing/Ridership:

Although the first phase of the A.L.R.T. system is expected to be operational by 1986, further extensions and ridership patterns are uncertain.



EAST FALSE CREEK AREA

SHORT RUN (Ten Year) IMPLEMENTATION STRATEGY

- PRE-EXPO ACTION (1983-86)
- POST-EXPO ACTION (1987-93)
- EXPO SITE (partial)
- MIXED-USE ZONING AREA
- STREETSCAPE IMPROVEMENTS
- PEDESTRIAN WALKWAY
- STUDY AREA BOUNDARY

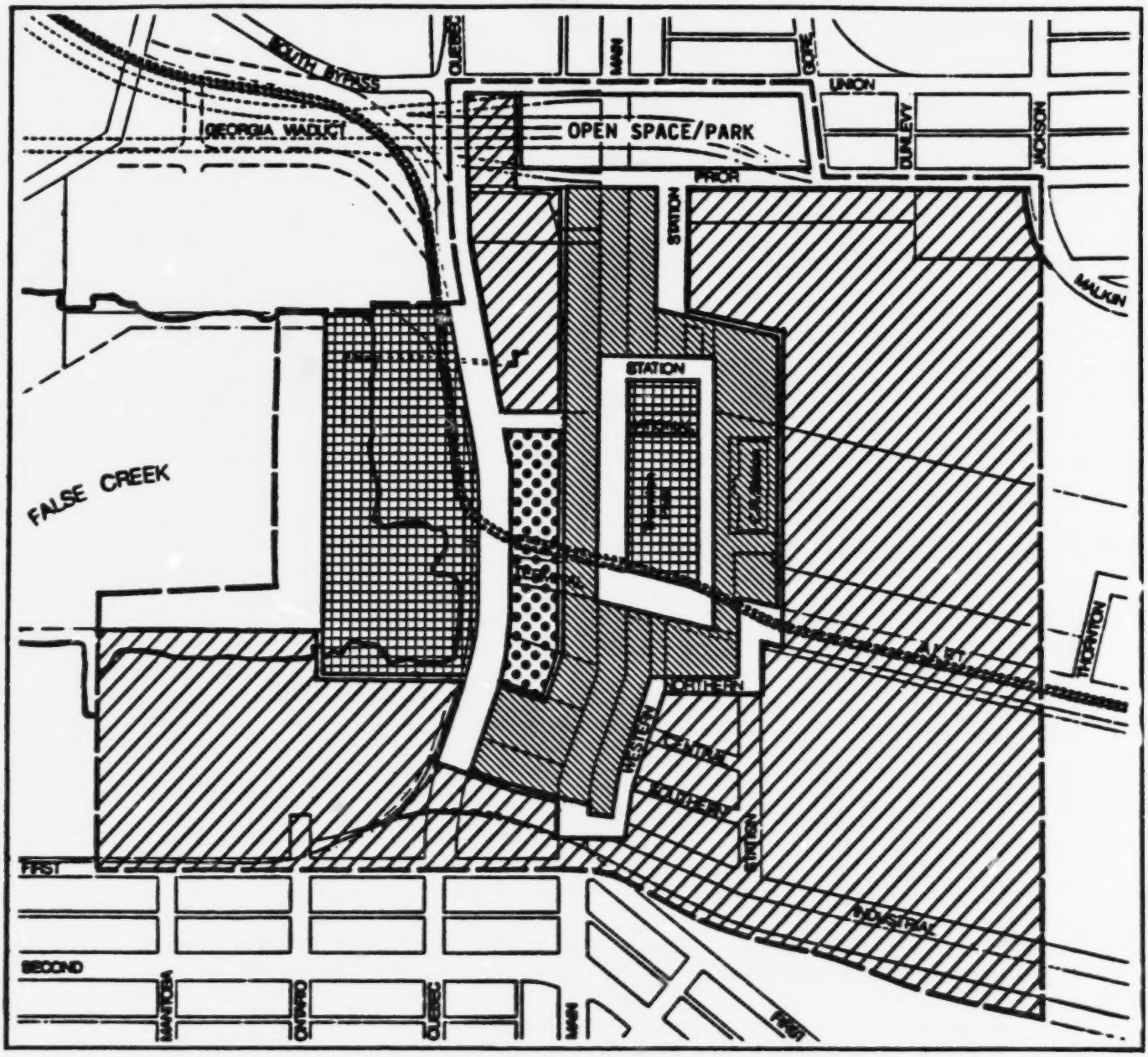
CITY OF VANCOUVER
PLANNING DEPARTMENT

Map No. 12

8.2 Short Run (10 YEAR) Actions

The following public and private sector actions, set out in approximate chronological order, are divided into "Pre-Expo" and "Post-Expo" components.

		Responsibility
(i)	**Pre-Expo (1983-1986)**	
1.	Adopt area plan, development guidelines and rezone portions of the East False Creek study area for mixed-uses.	CITY
2.	Complete site improvements necessary to the Expo '86 portion of the False Creek Waterfront, including a permanent seawall/walkway.	B.C. PLACE/EXPO
3.	Develop a portion of the "Alco/W3" properties for temporary use by Expo '86, including the provision of public waterfront access.	EXPO
4.	Investigate the feasibility of developing a marine industries/barge facilities terminal on City-owned south shore lands (Sauder site).	CITY/PRIVATE
5.	Investigate the feasibility of a mixed-use development project for City/privately-owned sites south of Terminal, between Main and Quebec.	CITY/PRIVATE
6.	Complete first phase of A.L.R.T. system, including the Main St. Station and overpasses.	B.C. TRANSIT
7.	Develop first phase of mixed-use project for the Main and Terminal A.L.R.T. station site.	PRIVATE
8.	Complete the industrial south side False Creek waterfront walkway, from Cambie to Quebec.	CITY/PRIVATE
9.	Implement the first phase of area streetscape improvements including extensive tree-planting along major streets and pedestrian areas.	CITY/EXPO/PRIVATE
(ii)	**Post-Expo (1987-1993)**	
10.	Develop the City-owned waterfront land west of Quebec Street for a major park, possibly including other compatible recreational/ commercial uses as a minor component.	CITY/PRIVATE
11.	Establish guidelines and invite development proposals for the City-owned corner site south of Terminal, between Main and Quebec.	PRIVATE
12.	Develop second phase of mixed-use project for the Main and Terminal A.L.R.T. station site.	CITY/PRIVATE



EAST FALSE CREEK AREA

SHORT TERM RECOMMENDED LAND USE CONCEPT
(1-10 YEARS)

CITY OF VANCOUVER
PLANNING DEPARTMENT

- MIXED USE - COMMERCIAL PREDOMINATES
- MIXED USE - RESIDENTIAL PREDOMINATES
- PRIMARILY PARKS/RECREATIONAL
- INDUSTRIAL/TRANSPORTATION

Map No. 13

9.0 RECOMMENDATIONS (Draft)

9.1 That the mixed use development concept and general planning policies contained in this report be the basis for the plan for the East False Creek study area.

9.2 That the implementation strategy contained in this report be approved in principle, with further reports from City staff on the various recommended components as and when necessary.

9.3 That the Director of Planning, City Engineer and Director of Finance examine the feasibility of and report back on the suggested barge facilities/marine industries development on City-owned land at the foot of Ontario Street.

9.4 That the Director of Planning, City Engineer, Supervisor of Properties and Manager of Parks report back on the general status and implementation feasibility of completing by 1986 the pedestrian waterfront walkway system along the south side of False Creek, east of the present seawall extent.

9.5 That the Director of Planning, City Engineer and Manager of Parks report back on the general feasibility and costs of implementing by 1986, in conjunction with Expo '86 improvement plans for the area, the first phase of streetscape improvements mainly involving tree planting along the major traffic streets and pedestrian areas in East False Creek.

POOR

QUALITY

ORIGINAL